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The China Mail

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March 22, 1919, Temperature 65.

Rainfall 0.00 inch.

Humidity 89.

March 22, 1918, Temperature 63.

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All stocks have been sold.
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HONGKONG, SATURDAY, MARCH, 22, 1919

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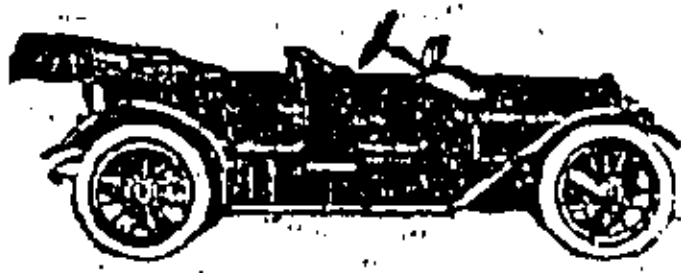
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THE BEST PREVENTATIVE OF
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DISINFECTANT.

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HONGKONG DISPENSARY.

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YEE SANG FAT CO.

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GIRLS' WHITE VOILE DRESSES

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TAILORS

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WINE MERCHANTS.

TEL. No. 634.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

GERMAN SITUATION.

LONDON, March 15.

In order to prevent the flooding of Germany with smuggled Russian money, with which the Spartacists have been lavishly supplied, the National Assembly hurriedly passed a Bill forbidding business in Russian money except through the Imperial Bank.

A message from Breslau says three Spartacist leaders were arrested. Material found in their possession showed that they projected an insurrection in Silesia. Bale learns from Offenbach that the Food Control Commission, on arriving at the village of Windschaag, was met by a crowd of peasants armed with pitchforks, etc., and forced to take refuge in the Town Hall. The arrival of troops prevented further disorders. After *pourparlers*, the commission was allowed to depart.

From Innsbruck comes news that a Soviet for the Tyrol has been established.

AN AMERICAN DENIAL.

NO FREIGHT FOR GERMAN SHIPOWNERS.

LONDON, March 16.

Washington reports that Mr. Hurley the U. S. Shipping Minister telegraphed a denial to Great Britain of a report current in London that the American Shipping Board was prepared to offer freight rates to German shipowners for the use of their vessels. He declares that the Shipping Board is working through the Allied Maritime Transport Council.

GERMAN GOLD.

LONDON, March 16.

Copenhagen learns from Berlin that in the food agreement concluded at Brussels, Germany undertakes to deposit at Brussels gold value eleven millions sterling in order that the delivery of food may begin immediately. The telegram points out that the Allies do not guarantee delivery but Germany is permitted to import foodstuffs from Allied and neutral countries. Therefore Germany's most important task is to increase to her utmost the export of raw materials and industrial products.

GERMAN TONNAGE.

LONDON, March 15.

Reuter learns that there will be no formal surrender of German mercantile shipping. The ships will be manned almost entirely by British, American, and French crews. It is roughly estimated that the total tonnage is 3,500,000. France receives between 75,000 and 100,000 tons. Britain will probably manage three-fourths of the cargo tonnage, and France the remainder, as America is not interested in such tonnage, while Italy already possesses the Austrian shipping. An Allied economic commission is being established at Hamburg to deal with freight and cognate questions.

Paris reports that the German merchantmen comprise about 150 vessels and a tonnage of 1,800,000. The Allies are to furnish Germany with 300,000 tons of cereals and 70,000 tons of fats monthly. The proceedings at Brussels were characterized by the most frigid formality.

GERMAN THREATS DIDN'T COUNT.

In order that the Allies' generosity should not be regarded as due to German threats, Admiral Wemyss, when reading the Allies' conditions, paused after clause 8 relating to the prior surrender of the German merchant marine, and asked formally whether they consented to hand over the fleet.

Herr Braun, the head of the German delegation, after a moment's impressive silence, replied "Yes. We consent to give up the German merchant marine."

Admiral Wemyss then read the clauses dealing with the terms for revictualizing Germany.

INCIDENT OF THE WAR.

NEMESIS FOR GERMAN BULLY.

LONDON, March 16.

Paris has just learned that General von Armin, the commander of the army in Flanders, fired on some peasants who were trespassing in his grounds at Asch in search of firewood. The mob consequently invaded the chateau and cudgelled the General to death. They also pillaged the chateau.

BRITISH TRANSPORTATION.

"SEMI-PARALYSED FINANCIALLY."

LONDON, March 17.

In the House of Commons Sir Eric Geddes, moving the second reading of the Ways and Communications Bill, said before the war railway capital returned 42 per cent. To-day the loss was between three and four per cent. The canals in pre-war days earned 13 per cent. To-day they were losing money. Heavily subsidized roads brought practically no income. The cost to the country was twenty millions annually. Harbours and docks are earning three per cent. to-day. Excepting for the tramways, Britain's transportation system was financially in a semi-paralysed state.

Sir Eric Geddes said the railways were at present losing £100,000,000 annually. The Government was pledged to guarantee interest for two years. All the systems were at present physically ill-equipped to meet the great strain of the demand upon them. The Government had come to the conclusion that a unified Government control of all the systems of transportation was necessary, if they were not to continue to be run at the taxpayers' cost. He emphasized that these difficulties regarding the transportation systems were worldwide. The only exception where the system was healthy was in South Africa, where it was comparatively a modern growth and had not the great disadvantage of age. It was a remarkable point in South Africa that the Minister of Railways also exercised the same power over the docks.

PRESIDENT WILSON.

LONDON, March 16.

Paris reported yesterday that President Wilson was absent from the Supreme Council, he not having finished his examination of the final armistice terms. The Council consequently adjourned until Monday. Mr. Wilson in a statement issued this evening declares that the decision of the Conference that the League of Nations must be an integral part of the peace treaty was final. There was no reason to credit the reports that this decision would be modified.

TO STRIKE: PERHAPS FIGHT.

LONDON, March 16.

Mr. Thomas, interviewed yesterday, feared that ten to one of the railwaymen's and miners' delegates at the meeting on March 21 would favour a strike. It was impossible for the leaders to control the men, who meant to get all their demands, including nationalization, or to fight.

RAILWAYMEN'S WAGES.

LONDON, March 21.

The Press Bureau issues a Board of Trade announcement that the average earnings of the railwayman in 1913 were 28/6 weekly. Additions since Feb. 15, totalled 33/-. The weekly increased cost of operating the railways was due to war wages and the eighthour day, which cost £75,000,000 annually, plus £25,000,000 representing the increased cost of materials. The estimated cost of the new programme of the railwaymen's Unions, including the perpetuation of war wages, was at least £100,000,000 annually or 200 per cent. over the pre-war rates. The Government's offer when the negotiations were resumed yesterday included the establishment of a joint committee representing the railway executive and two Unions to deal with questions of pay and conditions of service as they arise. The Government's offer assures the railwaymen of a continuance of their present earnings during the current year, instead of their having to face a gradual reduction of the war wage as the cost of living falls. The offer necessitates an increase of railway rates but it is hoped that any further great increase of passenger fares will be unnecessary.

RUSSIAN SITUATION.

LONDON, March 19.

A Bolshevik attack on Morigorskaya, which is 130 miles to the southward of Archangel, was repulsed by the British troops. The enemy left five unwounded, 57 dead, and many wounded; also six machine-guns.

TO-DAY'S CABLES

(Reuter's Service to the China Mail.)

COAL COMMISSION "STARTLED".

BY FACTS LONG KNOWN.

LONDON, Mar. 16.

The Coal Commission was startled yesterday by the evidence of Mr. Robertson, the chairman of the Scottish Mineworkers. He declared that mining is deadlier than war, and quoted figures showing that an average of 1,100 men were killed in our mines yearly for the last fifty years. Over 34 millions of men were injured during the last twenty years. Mr. Robertson asserted that the greed of the coal-owners was responsible for the bad housing, quoting as typical that 27,000 out of 38,000 of the inhabitants of Hamilton in Lanarkshire lived in one or two-roomed houses. Hence the miners insisted on state control.

Mr. Balfour, the coal-owners' representative, said that if things were as Mr. Robertson described, they must be put right.

Mr. Harshorn, the Welsh miners' representative, said that if the men's demands were not granted Bolshevism was bound to come.

IN PARLIAMENT.

LONDON, March 20.

In the House of Commons Mr. Bonar Law outlined the three reports of the Coal Commission. Firstly, there was the report signed by the miners' and labour representatives, which recommended the granting of the full demands of the miners, including nationalization. Secondly the report signed by the coal-owners' representatives, which recommended an immediate increase of wages of 1s 6d daily and a reduction of hours from eight to seven. Thirdly came a report signed by Sankey and the employers not directly concerned in the coal industry. This recommended an immediate advance of wages of two shillings, which would be two-thirds of the men's full demands, and the reduction of hours to seven from the middle of July and, subject to the economic position of the industry at the end of 1920, to six hours for the two years following.

U.S. AND JAPAN.

THE TIENTSIN DISORDERS.

LONDON, March 15.

Washington reports with reference to the newspaper reports of disorders at Tientsin that the American Minister at Peking informs the State Department the encounter occurred between American soldiers and Japanese policemen and civilians. Officials here state that if American marines violated the Japanese consulate as reported, those guilty will be punished and an apology made to the Japanese government.

CLEMENCEAU'S ATTACKER.

LONDON, March 15.

Paris report that Cottin, who was defended by counsel, was tried by court-martial for "wilful murder." The prosecution urged that Cottin was imbued with anarchical ideas. He was proud of his deed, which was premeditated.

The prisoner excitedly read a statement attacking Clemenceau and the bourgeoisie, and said if he had escaped he would probably have tried again to shoot Clemenceau.

PARIS CONFERENCE.

A SWISS CLAIM.

LONDON, March 17.

A *Communique* from Paris says the inter-Allied Commission on ports, waterways, and railways today heard Switzerland's legal, and technical reasons for claiming to participate in any convention hereafter governing the navigation of the Rhine.

PUNISH TOP DOGS.

LONDON, March 15.

The Commission investigating responsibility for the war, etc., adopted the conclusion that the whole conduct of those who planned the war was so outrageous that the Peace Conference might consider the desirability of creating special machinery to deal therewith. It declares that no consideration of rank should interfere with justice.

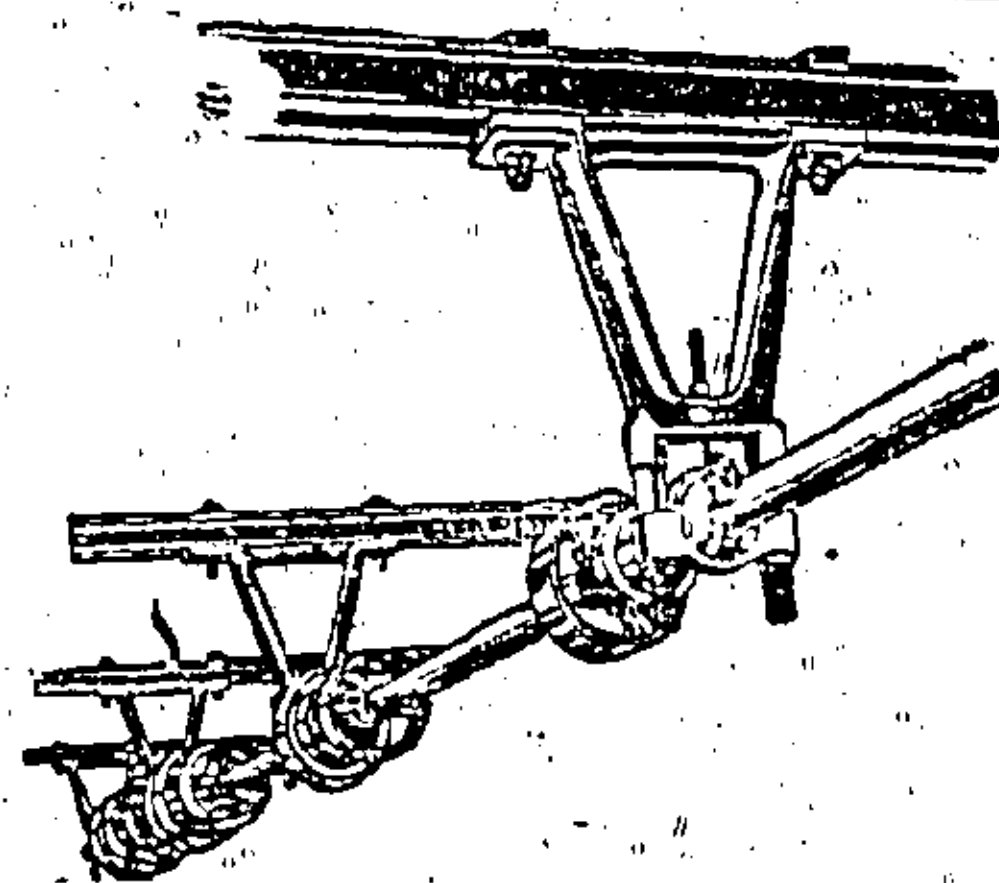
(Continued on Page 5.)

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AND
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BALL BEARINGS

ON ALL MACHINES YOU ORDER

We can supply Bearings for all kinds of Machines.
POWER SAVING NO HOT BEARINGS
SELF ALIGNING REQUIRE LESS ATTENTION.

THE CHINESE SKF CO., LTD.

THE UNITED ASBESTOS ORIENTAL
AGENCY, LTD.

SOLE AGENTS FOR HONGKONG.

ALLENBURY'S FOODS!!

Small consignments of the above
are due to arrive.

We shall be glad to book orders
against arrival.

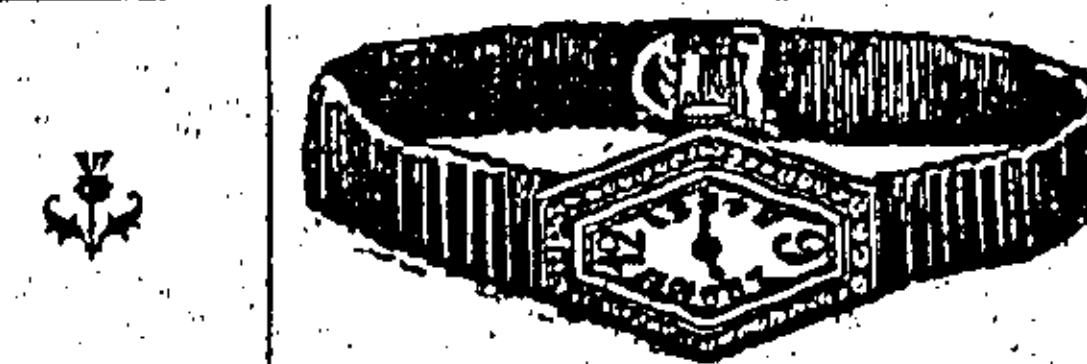
THE PHARMACY

(FLETCHER & CO., LTD.)

Tel. 345.

22, Queen's Road Central.

Tel. 345.



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QUALITY-VARIETY-PERFECTION.

J. ULLMANN & CO.,

QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

INFLUENZA.

DISINFECT WITH IZAL

A little IZAL in a lot of water will kill all Germs.

Don't waste IZAL by using it stronger than recommended.

Remember, the best way to avoid Influenza and all Infectious Diseases is absolute cleanliness. Dirty houses and dirty persons are a danger to the community. Therefore, for the sake of others, remember the

IZAL RULES OF HEALTH.

Keep your house clean. Wash your hands before meals. Clean your teeth. Take frequent baths. Do not spit and stop others doing so. Avoid hot and stuffy rooms. Sleep with your window open. Pneumonia is not caused by fresh air, but is due to a microbe, which lives in heat and darkness. Coughs and colds into a handkerchief. If you feel ill or have a running cold stop at home. Use IZAL as directed below:

For Washing the Hands and

Face 1-1 teaspoonful of IZAL to one

gallon or to the basin of water.

In your Bath 1-1 teaspoonful of IZAL.

For your Teeth and as a Mouth

Wash 5 drops of IZAL to the

glass of warm water.

For Linen 2-2 tablespoonful of IZAL to the bucket of water.

SOLE AGENTS:-

W. R. LOXLEY & CO.

SEE
PAGE
9

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. & C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"CHINA" HONGKONG.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (For Account of the Concerned),

TUESDAY,
March 25, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,
Comprising—

HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.

DRAWN WORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.

EMBROIDERIES:—Bedspreads, Table Covers, Tray Cloths, Runners, 18 by 24 in. A few lots of Antique Cases and Bellow Valises.

(All new goods and small lots to suit purchasers).

HUGHES & HOUGH,
Auctioneers
Hongkong, March 19, 1919.

(For Account of the Concerned),

TUESDAY,
March 25, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND BRASS-
MOUNTED DOUBLE AND TWIN
BEDSTEADS, CURTAINS, CARPETS,
&c., &c.,

Comprising:—
Chesterfield Sofas, Arm-chairs
(new), Folding Card and Occasional
Tables, One Upholstered Suite, Bedroom
Furniture, comprising Teakwood Twin
Bedsteads, large and small Wardrobes,
Dressing Tables, Washstands, &c.,
(fumed Teakwood), Sideboards, Dinner
Waggon, Extension Dining Tables
and Chairs, &c., Dinner Services,
Crockery, and good Glass Ware,
Cooking Stoves, Cutlery, &c.,
Bath Room Utensils, Electro-Plated
Ware.

Electric Reading Lamps, Blackwood
and Teakwood Screens, a quantity of
Blackwood Furniture, including 1 large
Blackwood Screen, Blue and white Panels,
and Blackwood Fire Screen, Side Tables,
Chairs, Cabinets, Pictures and Oil
Paintings, Several Carpets new and
second-hand.

Also
Treadle Sewing Machine (nearly
new) with all accessories, Pianos in
good condition, one large Ice Chest
suitable for Hotel, Enamelled Bath and
one Large Gas Cooking Stove.
(Full Particulars from Catalogue).

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, March 19, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from The Hon. the Commr. Supr. of Police to sell by Public Auction,

THURSDAY,
March 27, 1919, at 11 a.m.,
at Yan-ma-ti Police Moorings,
No. 6 Police Pinnace

AND
No. 8 Police Pinnace

Hull Teakwood,
Length ... 40 feet,
Beam ... 8 ... 6 inches,
Draft ... 4 ... 6 inches.
Engines compound, non-condensing.
Inspecting orders may be had from
the undersigned.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers to the Government,
Hongkong, March 19, 1919.

**HONGKONG DOG, CAT,
POULTRY AND PIGEON
SHOW 1919.**

A Show in connection with
the above will be held (by
kind permission of the Stewards,
HONGKONG JOCKEY CLUB) with-
in their enclosure Happy Valley,
on SATURDAY April 12, 1919.

Entry forms containing all
particulars may be obtained on
application to the undersign.

G. W. GEGG,
Hon. Secretary and Treasurer,
c/o MESSRS. HUGHES & HOUGH,
Hongkong March 19, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

TUESDAY,
March 25, 1919, at 5.30 p.m., at
AH KING'S SLIPWAY.

The Houseboat "FLORA," recently
overhauled and painted inside and out.
Complete with all accessories includ-
ing Dinghy, Icebox, lavatory, new sails,
&c., &c. and ready for immediate use.
Inspecting orders from the Under-
signed—or from 24th instant.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, March 14, 1919.

(For Account of the Concerned),

FRIDAY,
March 28, 1919, commencing at 2.30 p.m.,
at their Sales Rooms, No. 8, Des
Vaux Road, Corner of
Ice House Street.

A LARGE ASSORTMENT OF
Chinese Porcelains and Carols,
comprising:—

A variety of 5-coloured and 3-coloured
Vases and Plates, Blue and white
Vases and Figures, etc., old Bronzes,
including Insecte Burners of the Sung
and Ming Dynasties, Pekinese Cloisonne,
Amber, Jadestone, Crystal and Agate
Vases and Ornaments, Beads, etc.,
Carved Bamboo Ware and a number of
Snuff Bottles.

Also
Old Lacquered Screens, Embroideries,
&c., &c.

The greater portion of the above
stock has recently arrived from the
North and includes pieces from the
Sung, Ming, Kanghi, Yungching,
Kienlung and Towkwang Periods.

Catalogues will be issued.
On view day of sale.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, March 14, 1919.

(For Account of the Concerned),

SATURDAY,
March 29, 1919, at 11 a.m.,
at No. 1, Hart Avenue, Kowloon.

Valuable Household Furniture,
&c., &c., &c.

therein contained.
Including POT PLANTS and
ELECTRIC FITTINGS.

(Particulars from Catalogue).
On view day of sale.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
Hongkong, March 18, 1919.

FOR SALE.

THE Undersigned have received instructions to sell,

at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

**One complete set Engines and
Boiler in good working order.**

DESCRIPTION:—
Set of Compound Engines, 16 x 33,
by 24 stroke.
Boiler, 12 x 10 1/2, working pressure
120 lbs. on Veritas survey.

To be sold in one lot, together with
Engine Seat, Shafts and Propeller and
all piping, &c., connected with the
above mentioned Engines and Boiler.

Also
Anchors and Chains, Wooden Mast,
—And—
2 Navigating Compasses.

At present stored at Kwong Tung
Cheong's wharfed.
Inspecting orders and further parti-
culars may be had from the undersign-
ed.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers,
February 21, 1919.

**WANT
ADVERTISEMENTS**

35 WORDS 3 INSERTIONS,
\$1. PREPAID.
Every additional 5 words 4 Cents.

WANTED.

EXPERIENCED ASSISTANT
WANTED in a large Mercantile
Office. Qualifications: Young, British,
Good education and address. Replies
will be treated confidentially. Apply
by letter to "A.B.C. care of" CHINA
MAIL.

TO LET.

FOREBANK EAST, No. 165, The
Peak (Magazine Gap) to let from
1st April. Apply Box 1103. Care of
"The China Mail" Office.

TO LET.

TO LET—3 ROOMS on the Ground
Floor of Hongkong Club Annex.
Apply to The Secretary.

TO LET.

TO LET from 16th April, 1919—
1st Floor, No. 38 Nathan Road,
Kowloon, (Dairy Farm Co.'s premises).
Apply to Secretary, The Dairy Farm,
Ice & Cold Storage Co., Ltd.

TO LET.

A FLAT in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.
Alexandra Buildings,
Hongkong, March 12, 1919.

TO LET.

New Houses in Nathan Road, Kowloon.
No. 10
Ground and First Floors
No. 12 & 14
Ground, First & Second Floors
No. 16
Ground Floor.

New Houses in Mody Road, Kowloon.
No. 2 & No. 4
First Floors
and the
Ground Floors in
Nos. 4, 10 & 12.

Light and Airy, Electric Light &
Bell installation, excellent sanitary fit-
tings and arrangements including
Water Closets, Enamelled Baths
(European Style).

Terms moderate.
Apply to:—
LAI HIN MAN,
Manager,
Tong Wa Building Agency,
No. 43A Queen's Road East, Hongkong,
or
No. 10 Nathan Road, Kowloon.

PUBLIC AUCTION.

PUBLIC AUCTION.

PARTICULARS and Conditions of the
Letting by Public Auction Sale, to
be held on MONDAY, the 24th day of
March, 1919, at 3 p.m., at the Office of
the Public Works Department, by Order of
His Excellency the Officer Administering
the Government, of One Lot of CROWN
LAND above Bowen Road in the Colony
of Hongkong, for a term of 75 years, with
the option of renewal at a Crown Rent to
be fixed by the Surveyor of His Majesty
the King, for one further term of 75 years.

Particulars of the Lot.									
No. of Lots.	Registry No.	Locality.	Boundary Measurements.				Area in Square Feet.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.			
			As per site plan				20,000	138	\$,000
1		Thorne Broom Road							

TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

(Continued from Page 1.)

U-BOAT ESCAPES.

DRAMATIC FINISH.

LONDON, March 15. Madrid learns from Ferrol that the interned U-boat 48, which was being made ready for surrender to the Allies, escaped and was chased by a Spanish destroyer. It submerged when nearly overtaken. The crew came to the surface and were rescued by the destroyer.

TRIUMPHAL PARADE.

LONDON, March 17. In the House of Commons at question time Mr. Churchill stated that Guards battalions on the occasion of their formal entry into London on March 22 would march past the King at Buckingham Palace, and the Lord Mayor at the Mansion House. The procession would include demobilised guardsmen and wounded men unable to march who would be in suitable vehicles. (Cheers). He hoped to include representatives of other arms who formed part of the Guards' division in France, and representatives of the Staff.

THE SILVER MARKET.

LONDON, March 21. Montagu's report says the silver market is quiet and steady. Shanghai exchange has fallen to 4 6 1/2 the tael.

WEEKLY SHARE REPORT.

Messrs. W. L. & Co. report on March 21. The week under review has been active and in spite of the approaching settlement on the 28th inst. prices have been well maintained and a fair volume of business has been transacted. The Shanghai Market has advanced considerably in all ordinary shares but at the close, probably due to the influence of a heavy settlement, is a little dull.

Banks.—Hongkong and Shanghai Banks continue quiet and have recorded 3000 our last quotation of \$730 to a selling rate of \$735.

Marine Insurance.—Cargoes are wanted at \$110. North China T. 122 1/2. Others at \$100 (after sales at \$100.00) and Yangtze \$225 at Ex. 75.

Fire Insurance.—China Fires have fallen at \$175, and Hongkong Fires buyers at \$185.

Shipping.—Indo-China are quiet, business at \$130 has been reported. Shares are now quoted for \$150.

Douglases, also are quiet, buyers offering \$22, business has been transacted for June at \$20 and \$20.

Reburies.—China Sugars have buyers at \$11 1/2 cash, June \$12 1/2. Malabars are wanted at \$36.

Docks & Wharves.—Hongkong Docks are quiet with buyers at \$150 and sellers at \$160. Kowloon Wharves remain firm, business has been done at \$117 but at the close buyers are only offering \$115 1/2. Shanghai Docks have improved to a buying quotation of \$15. 1/2.

Miscellaneous.—Cements, after sales at \$8.00, are wanted at \$8.75. Hongkong Electric are strong with buyers at \$70 1/2. China Borneo \$14. China Lights \$54, China Ropes \$300. Powells \$10; Watson, \$6.15; Wiseman \$29; and Dairy Farms \$29.

REVIEW.

The Women's Motor Manual. (The Press, London, E.C. 3, 3-11-19).

This is a useful little volume on motor and motor mechanics for women. The first few chapters are taken up with the subject of motor car driving or women as a profession, and deal with the different motor schools, and also very clear and light information as to the best methods of obtaining employment, together with various hints as to how to get on with employers. It also gives at some length the details of service and standards required by different public bodies in the city of London.

The next set of deals exclusively with women's war work in connection with the driving of motor cars, and the histories of the different women's organisations, which is extremely interesting. It also gives some very vivid accounts of the actual work done by the different women's organisations in France and other theatres of war. These facts are somewhat of a revelation to those people who have not had the chance of visiting Europe during war time.

The second part deals entirely with the mechanical part of a motor car, and the whole thing is so lucidly put, and so simply explained that it would be very difficult not to understand the inner workings of a car after studying this little book two or three times.

For those women who are interested in motoring, and those who drive their own cars, this little volume is invaluable, and no woman motorist should be without it.

TENNIS TOURNAMENT.

RESULTS AND COMMENTS.

The largest crowd of the season so far gathered on the Cricket Ground last evening to witness the tennis match in the open doubles competition when A. H. Runjahn and G. Manley opposed H. Hancock and S. H. Dodwell. Runjahn and Manley won—they were the younger pair and had more ability to stand the strain of a fast game. There were times when their play was inferior to that of Hancock and Dodwell. Runjahn and Manley made a good start and in the first set, at one stage were leading by 4-1. Hancock and his partner crept up and equalised and then a struggle set in which did not end until 16 games had been played and the match was a close one. Hancock and his partner made a determined but hopeless effort. Manley and Runjahn won 6-4.

Yesterday's results were:—

OPEN CHAMPIONSHIP DOUBLES.

A. H. Runjahn and A. H. Manley beat H. Hancock and S. H. Dodwell, 6-4, 7-5, 6-4.

CLUB HANDICAP DOUBLES.

Lieut.-Col. Crisp and Capt. Murray (scr.) beat Capt. Macanay and Capt. Wahl (scr.), 6-3, 6-3, 6-4.

CLUB MIXED HANDICAP DOUBLES.

F. A. Richmond and Mrs. Maitland (scr.) beat N. E. Kent and Mrs. Joseph Taylor (scr.), 11-9, 11-9, 6-2.

TO-DAY'S MATCHES.

OPEN CHAMPIONSHIP DOUBLES.

F. A. Richmond and N. E. Kent v. R. Townsend and E. Crocker.

CLUB MIXED HANDICAP DOUBLES.

A. D. Humphreys and Mrs. Armstrong (scr.) v. Capt. Murray and Mrs. Hammond (scr.).

PRESENTATION TO MAJOR WAKEMAN.

TWENTY YEARS' SERVICE.

A large number of the members of "A" and "B" Companies of the Hongkong Defence Corps paraded on the Murray Parade Ground last evening when His Excellency, the Officer Administering the Government presented the Colonial Auxiliary Forces Officers' Decoration to Major G. H. Wakeman. The companies were under the command of Major H. A. Morgan, who had as his Adjutant, Captain Stewart. Major Macdonald was also present and included among the many spectators were Mr. Justice McRobb and Mr. Leo Longfellow. His Excellency was received with the general salute after which, in addressing Major Wakeman, he said:—Major Wakeman, it gives me great pleasure to present to you the volunteer decoration which you have earned by twenty years' service as an officer of His Majesty's Auxiliary forces. It must be specially gratifying to you to feel that the last few years of the period qualifying you for this decoration—a period which began as far back as the year 1893—should have been the years during which you were commandant of the Hongkong Volunteer Reserve and the Infantry Company of the Hongkong Defence Corps. Those years covered the whole period of the war, throughout which you have rendered excellent service. I congratulate you.

The medal was then pinned on the Major's left breast after which His Excellency offered him his congratulations.

A march past followed, His Excellency taking the salute.

MAJOR BOWEN RE-TURNING.

A valued correspondent writes:—Major F. J. Bowen, Army Pay Department, is returning to Hongkong on appointment here by the War Office. He is expected to leave England shortly and will probably be accompanied by Mrs. Bowen.

Major Bowen was in Hongkong from 1911 to 1914 and during this period devoted much of his leisure time to the Boy Scout movement. Under his guiding hand, and expert assistance and advice the movement flourished in the Colony. After his departure no one adequately filled his place and at last the Boy Scouts, as such, ceased to exist.

It is to be hoped that the Major, will, on his return, resume his interest in the movement inaugurated by Sir Robert Baden-Powell, which it is universally admitted, of incalculable benefit to boys.

Major Bowen will also be a welcome addition to the sporting ranks of the Colony. Besides being a good tennis player, he is an all-round cricketer, being a particularly fine left-hand medium pace bowler.

FLYING SCHOOL AT HONGKONG?

Mr. K. W. Andrews, one of the many members of the Hongkong Police Force who proceeded home to lend a hand to defeat the Germans to a friend in Hongkong from the Royal Air Force Cadet School at Lincoln. Mr. Andrews encloses his photograph taken in the uniform of a Cadet of the R.A.F., and he is looking extremely fit.

Since leaving Hongkong over two years ago he has been serving in France, going home from there on transfer to the flying branch.

Mr. Andrews says in the course of his letter that he has his own machine, a single-seater scouting plane. He likes the life and has been asked to serve on after peace is signed. This he has agreed to do and he is carrying on in the R.A.F. He mentions the fact that vast schemes are afoot in connection with flying and says he hopes to be sent to Hongkong for duty at the Flying School here!

CRICKET.

ROYAL ARTILLERY CUP.

87th CO. R.G.A. v. 88th CO. R.G.A. This couple had an exciting finish at the Happy Valley yesterday. The 87th Company batted first and scored 88. Bowerman and Mears between them scored 60 of these. "Mr. Extras" claimed 9. Four of the team secured "ducks".

88 looked fairly easy for 88 Company. Although the 1st wicket fell at 6.23 were scored for 2, and 49 for 3. After that wickets fell fast and frequent. Mears and Bowerman bowled effectively, and despite good batting efforts by Telford, Drummond and Lieuts. Colman and Evans, the 88th Company were dismissed for 76. The 87th Company thus won by 12 runs. Scores:—

87TH COMPANY R.G.A.				
Gr. Fuller, b Baines	7			
Gr. Waterhouse, b Baines	0			
Gr. Bowerman, b Wickens	39			
Cpl. Whilding, b Wickens	0			
Gr. McDowall, c Armatys b Baines	7			
Gr. Sutcliffe, c Colman b Baines	0			
Gr. Smith, c Colman b Baines	1			
Gr. Mears not out	21			
C. S. M. Heath, b Wickens	1			
Gr. Hutton, c and b Wickens	0			
Cpl. Wadlake, c Drummond b Wickens	3			
Extras	9			
Total	88			

Bowling Analysis.				
Baines	13	2	46	5
Boocock	4	0	22	0
Wickens	85	3	24	5

88TH COMPANY R.G.A.				
C. S. M. Telford, b Bowerman	23			
Gr. Smith, c and b Bowerman	4			
Sgt. Drummond, c Bowerman, b Whilding	13			
Lieut. Colman, c Sutcliffe, b Bowerman	11			
Cpl. Armatys, b Mears	1			
Gr. Baines, b Mears	5			
Lieut. Evans, b Mears	11			
Sgt. Haskings, l.b.w., Bowerman	0			
S. M. Wilson, b Mears	1			
Gr. Wickens, not out	2			
Gr. Boocock, b Bowerman	2			
Extras	3			
Total	76			

Bowling Analysis.				
Bowerman	11	3	30	5
Whilding	8	2	31	1
Mears	4	1	12	4

HOCKEY.

GENL. KNOX'S MISSION V. STAFF AND DEPTS.

At the Happy Valley yesterday, the Staff and Departments entertained a team drawn from officers awaiting passage to join Genl. Knox's mission at Vladivostok. Pugh, usually centre forward, was in goal for the Staff due to an injured leg. Early in the game he saved a certain goal by running out and hitting away. Gallagher and Knight worked the ball through for the Staff but with only a few inches from goal the ball got out of Knight's control and went out by the side of the post. A combined movement by the Mission forwards got the better of Bundle who had been playing finely for the Staff, and Dickenson scored. This was the only goal of the first half. In the second period of play, both goals received their share of attention. Scouler and Rev. Bundle broke up many attacks by the Mission team. At the other end Taw, an international hockey player, possessed the Staff forwards time and again. He was a good deal responsible for the Staff and Depts., receiving their first defeat of the season. Result:—

Genl. Knox's Mission, 1; Staff & Departments, 0.

Lieut. J. P. Jones, R.G.A. refereed.

A LIFE SAVER.

It is safe to say that Chamberlain's Colic and Diarrhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its specific cures of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

CORRESPONDENCE.

WAR MEMORIAL.

(To the Editor of the "China Mail.")

Sir,—I see you have been publishing all the suggestions for a permanent war memorial, with criticism of the same. I am surprised that your perspicacity has not proved sufficient to see that the most appropriate war memorial would be a war trophy, which, if our Government does its duty, can be got for nothing. Other colonies are getting them.

Hongkong's generosity has been plentifully taxed during the last four years, and it should be given a rest. Yours etc, Q.

OBSEQUES.

The funeral of Mrs. Pederson took place at the Happy Valley yesterday evening, the cortege passing the Monument at 5.45.

The coffin was covered with floral tributes, testifying to the respect in which the deceased lady was held. The interment took place in the Protestant cemetery, a large number of mourners being present. The Rev. V. H. Copley, Moyle read the burial service.

THE PROLETARIAT.

At a meeting of the Socialist Party Committee in Paris on January 14 Mr. Arthur Henderson said that the British view was that an international conference ought to be convoked by the Inter-Allied Committee—i.e., MM. Vandervelde and Thomas and Mr. Henderson—but in order to assure union among the working classes he suggested that the Syndicalists should hold a conference at the same time. M. Leken, the Belgian delegate, said he would refuse to meet the Germans. The French Socialists, MM. Mistrail, Renaudel, and Longuet, insisted on an International Conference. It was finally decided to hold a meeting of the Allied Socialists in Paris next Tuesday.

A Belgian Socialist and Trade Union delegation, including M. Camille Huysmans, advocated to the General Confederation of Labour a meeting of an Inter-Allied conference before the International Conference. This was agreed to.

At an interview Mr. Henderson said: "We shall admit German and other enemy delegates to the conference, and have already invited them. Although very severe punishment should be inflicted on the individuals or Governments responsible for the crimes of piracy and devastation committed during the war, after proper punishment has been given, we must raise the level of the whole of the working classes without distinction of races to the height which it claims as a right."

Mr. Henderson explained that the summoning of the Conference in Switzerland was due to the wish expressed by the Allied Government that it should not be held in Paris but M. Branting having objected to Lausanne as a meeting place, the conference will probably meet at Berne. On the proposal of Mr. Compers, a single conference had been arranged, but owing to the fact that the American Trades Union Conference abstained from politics there would be two distinct conferences held at the same time, one a Trades Union Conference, and the other a Socialist Conference, which, at a joint sitting, would register the decisions which had been arrived at separately.

"By this means only," Mr. Henderson said, "shall we be able to obtain similar results to those obtained by the Inter-Allied Conferences of London in February, 1918, and of Leeds in 1916, the latter of which foreshadowed the embodiment of clauses affecting international Labour in the Peace Treaty." The chief aims of the conference, he added, would be the reduction of armaments and the foundation of a universal charter of free labour.

SEE PAGE 9

TO-DAY'S NEW ADVERTISEMENT.

DO YOU SPECULATE AT YOUR FAMILY'S RISK? BETTER ENTRUST THEIR SAFETY TO THE SUN LIFE ASSURANCE CO. OF CANADA, P.M. WELLES, Managing, 12, Des Vaux Road, Central, Hongkong.

FAR EASTERN CABLENEWS.

(By COURTESY "HONGKONG DAILY PRESS.")

THE QUINTUPLE REORGANISATION LOAN.

PEKING, March 20.

This afternoon the Government published the first three agreements relating to the Quintuple Reorganization Loan of August, 1917. Under each agreement, Japan advanced ten million yen on behalf of the Consortium.

Japanese consent to the disclosure was received to-day. The documents are perfectly innocuous.

TUAN CHI-JUI AND THE NATIONAL DEFENCE ARMY.

Speculation is rife concerning the return of Tuan Chi-jui, the ex-Premier, from Chan Teh-fu, whose resignation of the Directorship of the National Defence Army is not confirmed. A movement has been inaugurated to have this Army despatched to the Northern frontiers to guard against Bolsheviks and Mongolian bandits.

TO-DAY'S ADVERTISEMENTS.

LOST.

LOST or astray in Kowloon 1 BULL PUP (black) LEMON and WHITE, answers to the name of "Beauty". Finder please return to Leo D'Almada e Castro, Old Supreme Court Building, Hongkong or No. 3, Carnarvon Villas, Kowloon.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY, March 24, 1919

commencing at 11 a.m.

on Kowloon Marine Lot No. 49, Yau-mat.

(FOR ACCOUNT OF THE CONCERNED),

About 9,300 Bags RICE

all more or less damaged by sea-water

as S.S. "Kasuga Maru."

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, March 22, 1919.

THE Undersigned has received instructions to sell by Public Auction

on

WEDNESDAY, March 26, 1919,

commencing at 11.30 a.m.

at his Sales Rooms, Duddell Street,

(FOR ACCOUNT OF THE CONCERNED),

200 Bales Green Lino Gunnies

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, March 22, 1919.

THE Undersigned has received instructions to sell by Public Auction

on

THURSDAY, March 27, 1919,

commencing at 11 a.m.

at his Sales Rooms, Duddell Street,

An Assortment of English

Paints and Varnishes,

Comprising:—

Ferronadium Grey, Red, Super Engine, Green Moist Colour, Purple Brown Moist Colour, Super Chocolate, Sanitary Paints, Black Japan, Hard Drying Carriage Varnish, etc.

Also

A Quantity of Aquatinta Washable Disemper, (in various colours).

And

One Lot of "Robbiae" Enamel in various tints.

On view from Wednesday, the 26th inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong March 22, 1919.

NOTICE.

MESSRS. W. G. HUMPHREYS & CO., Shameen, Canton, have this day been appointed AGENTS for the sale and distribution of the "CHINA MAIL" in Canton and the surrounding districts.

March 1, 1919.

NOTICES.

Just Received FOLDING CAMP FURNITURE.

CAMP BEDS \$8.50 EACH.

COMBINATION COT and TENT \$33 COMPLETE.

FOLDING WASHSTANDS

ALSO TABLES, CHAIRS, BLANKETS, MOSQUITO NETS, Etc.

\$3.50 EACH.

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SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG AND DANCE.

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FANCY PERFUMES,

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TOILET SOAPS,

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SUITABLE FOR PRESENTS.

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UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA Etc.
TO
MARSEILLES & LONDON.
VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
NELLORE	20th April	20th May	3rd June
SINGAPORE, COLOMBO AND BOMBAY.			
DUNERA	12th April	due Bombay about 1st May	
SHANGHAI, MOJI, KOBE Etc.			
DUNERA	31st March	Shanghai only.	

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to—
P. & O. S. N. Co.'s Office, E. V. D. PARR, Superintendent.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

For Space and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
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Sailings from Hongkong.

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(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.
For JAVA.

For JAPAN.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

FOR NEW YORK.

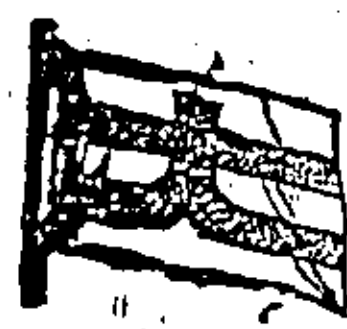
THE American Steamship

"MONMOUTH"

Will be despatched for New York on or about 10th April 1919.

For Freight and particulars please apply to—

DODWELL & CO., LTD., Agents.



O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON	Monthly direct service via Singapore and Port Said.
ALPS MARU	.....Sunday, 30th March.
GENOA & BOMBAY	Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.
SIAM MARU	.....Monday, 24th March.
MARSEILLES	Monthly direct service via Singapore and Port Said.
Buenos Aires, Rio de Janeiro, Santos, Mauritius, Durban & Cape Town via Singapore.	
HIMALAYA MARU	.....Saturday, 12th April.
BOMBAY, COLOMBO	Regular fortnightly service via Singapore.
SIAM MARU	.....Monday, 24th March.
BATAVIA, SAMARANG, SOERABAYA	Monthly direct service.
SYDNEY, MELBOURNE	Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.
LUZON MARU	.....End of March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA	Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
ARABIA MARU	.....Saturday, 6th April.
MANILA MARU	.....Saturday, 12th April.
HAIPHONG	.....Three times a month service.
YATOKU MARU	.....Sunday, 23rd March.
JAPAN PORTS.	
KEELUNG, TAKAO VIA SWATOW, AMOY	These steamers have excellent accommodation for 1st and 2nd class Saloon Passengers and will arrive and depart from the SOON YIP WHARF, near the Harbour Office.
For TAKAO via SWATOW and AMOY.	
ROSHU MARU	.....Thursday, 27th March at 9 a.m.
For KEELUNG via SWATOW and AMOY.	
KAIHO MARU	.....Sunday, 23rd March, at 10 a.m.
AMAKUSA MARU	.....Sunday, 30th March, at 10 a.m.
For sailing dates and further particulars please apply to—	
K. YAMASAKI, Manager.	No. 1, Queen's Building.

Tel. No. 144 & 145.

Koninklyke Paketvaart Maatschappij.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on the 3rd April to—

SINGAPORE, PENANG AND BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

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Telephone No. 1674.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW, PARHOI & HAIPHONG	KAIPOK	Mar. 23, at 11 a.m.
SWATOW & BANGKOK	LUCHOW	Mar. 24, at 10 a.m.
SHANGHAI	SEIKIYAN	Mar. 25, at Noon.
SHANGHAI	SUTYAN	Mar. 27, at Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENSIN via WEIHAWEI	CHIFSHING	SUNDAY, Mar. 23, Daylight.
SHANGHAI via SWATOW	WOSANG	TUESDAY, Mar. 25, Daylight.
SINGAPORE & PENANG	NAMSANG	TUESDAY, Mar. 25, at 3 p.m.
KOBE	KWANSANG	FRIDAY, Mar. 28, Daylight.
MANILA	YUENSANG	FRIDAY, Mar. 28, at 3 p.m.
STRAITS & CALCUTTA	KUMSANG	TUESDAY, April 1, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, April 4, at 3 p.m.

CALCUTTA LINE—This line is now being re-organized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Billings are also issued to all Northern and Yangtze Ports.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans, and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Billings are also issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong and Indochina ports.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIENSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chifu.

Under British Government Passport Regulations. All European Passengers, leaving the Colony or Straits Settlements, are required to produce on arrival at destination passports with their Photographs and descriptions affixed thereto.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,
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APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

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The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
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REGULAR SAILINGS

BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN
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SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	28th Feb. from Yokohama.
PERSIA MARU	9,000	5th April.
KOREA MARU	20,000	25th April from Yokohama.
NIPPON MARU	11,000	29th April from Yokohama.
TENYO MARU	22,000	5th May.
SHINYO MARU	22,000	21st May.
SIBERIA MARU	20,000	22nd May from Yokohama.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, BALINO CRUZ, BAILEA.
CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
SEIYO MARU	17,200	May 3rd.
KIYO MARU	17,200	July 12th.
ANYO MARU	18,600	Sept. 16th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,
KING'S BUILDING.

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STEAMER	FROM HONGKONG	ARRIVE VANCOUVER
Empress of Asia...	29th Mar.	14th April.
Monteagle	5th April.	29th April.
Empress of Russia	1st May.	19th May.
Empress of Japan	14th May.	4th June.
Empress of Asia...	29th May.	16th June.
Monteagle	10th June.	4th July.
Empress of Russia	26th June.	14th July.
Empress of Japan	9th July.	30th July.
Empress of Asia...	24th July.	11th Aug.

"FARES HONGKONG TO EUROPE."

"EMPERESS OF RUSSIA" Gold \$491.00

"EMPERESS OF ASIA" Gold \$436.00

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Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sailings, and reservation of accommodation, also itineraries of trips and descriptive literature, apply to—
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Phone 728.

J. H. WALLACE, General Agent.

HONGKONG.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP HAIHONG ... Capt. J. W. Evans ... THURSDAY, 27th March at 3 p.m.

SWATOW & AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.
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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry).

"CHINA" (10,200 tons, American Registry).

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SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING"

April 3rd, 1919.

"CHINA"

April 24th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

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From Hongkong: Connecting with From Colombo

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For STEAMER SAILS.

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Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

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SHIPPING

NIPPON YUSEN KAISHA.

The report of the Nippon Yusen Kaisha for the half-year ended Sept. 30 last shows some remarkable figures.

Twelve months ago the net profit of the Nippon Yusen Kaisha, then announced for the half-yearly period, was rightly described as remarkable. Indeed it was, for the profit showed a progressive rise from £480,000 for the six months ended Sept. 30, 1914, to £3,147,000 in the corresponding period of 1917. The profit now disclosed for the six months ended Sept. 30 last has leaped up by £2,222,000 to £5,369,146. It is a magnificent result for the shareholders, who receive a dividend of 60 per cent. as compared with 50 per cent. a year ago. The Nippon Yusen Kaisha dividend has been raised in spite of an increase of the capital by £5,600,000 from £4,400,000 to £10,000,000 on very favourable terms to the shareholders. The amount required for the payment of the dividend now announced is just £1,580,000; as compared with £940,000 distributed six months ago.

CREWS.

If a master has once sailed with a Chinese crew, that is, sailors and firemen, it is seldom he wants to go back to a European crew. The master of a Danish ship, who was making his first voyage with a Chinese crew, told me that his ship had not been in such good shape for a year, and that not one time had the steam been down, whereas in former days it was a continual quarrel with the firemen to keep up sufficient pressure. On the voyage across the Chinese had chipped decks, painted the houses and gear, and had kept the ship washed down, all of which tends to lengthen the life of a ship.

On an American ship which I handled recently, the crew was a grumbling, fighting lot of "sea lawyers." The master told me they had continually preached the seamen's laws to him, telling him what he could do and what he could not do. During the whole time they were in port I did not see one sailor turn his hand to work—and still the ship was paying them 75.00 dols. gold per month, besides the overtime. The master informed me that they were wise enough not to refuse duty and thus mutiny, but that an order given to them was not executed until they got good and ready to do it.

In comparison with the wages of 75.00 dols. gold per month, plus overtime, which the American sailors get, the Chinese sailors get from 16.00 dols. to 30.00 dols. (silver) per month.

SHIP BUILDING.

According to Lloyd's Register, there were 124 merchant vessels, of 1,070,952 tons gross, under construction in the United Kingdom at the close of the quarter ended Dec. 31 last. This is about 233,000 tons more than that which was in hand at the end of September, and about 118,000 tons more than a year ago. Four vessels are between 20,000 and 25,000 tons. Other countries are building 1,765 ships, of a gross tonnage of 4,912,037, bringing the merchant ships under construction in the world up to 2,180, of a tonnage of 6,021,989.

A writer in The Times Annual Financial and Commercial Review points out the likelihood that Japan, with its cheap labour, will be able, with the help of American materials, to produce tonnage at costs as low as those of Great Britain, thus providing a market for American steel and at the same time establishing her own shipbuilding on a sound international basis. The production of the large Japanese shipyards in 1918 amounted to about 700,000 tons gross, an enormously greater total than in any previous year. Even this is not their maximum; and if, as seems probable, the Japanese Government obtain, as a result of the Peace settlement, concessions on the Asiatic mainland in addition to those which they already have, industrial developments on the Chinese and Korean shores are inevitable—all with cheap labour and consequently low costs, and mainly with American steel. So far as present appearances go, shipbuilding competition of a keen underdog character may come from the Far East quite as soon as from any other part of the world.

The Antenor, 5,810 tons gross and 3,882 net, built at Belfast in 1906, and owned by Ocean Steamship Co., has been sold to a Dutch firm.

SEE
PAGE
9

SHIPPING

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ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong about	Due Marseilles about	Due London about
NELLONE	20th April	26th May	3rd June

TO
BOMBAY via STRAITS & COLOMBO.

S. S.	From Hongkong about	Due Bombay about
DUNERA	12th April	1st May

TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S. S.	Leave Hongkong about	Shanghai only.
DUNERA	31st March	

Tickets Interchangeable with B.I.S.N. Coy. between ports, common to both Companies.
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.
Passengers may travel B.I. Company between Singapore and Calcutta or Madras on the route of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Rates, Freight, Handbooks, Dates of Sailings etc., apply to—

E. V. D. PARR,
Superintendent.

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(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	Aki Maru, 12,300 tons FRI.	28th Mar., at 11 a.m.
Nagasaki, Kobe & Yokohama	Nikko Maru, 9,600 tons TUES.	1st April, at 11 a.m.
Shanghai & Kobe		
London or Liverpool via Singapore, Malacca, Penang, Colombo, Suez & Port Said.	Inaba Maru, 12,600 tons FRI.	21st March, at Noon.
	Kamo Maru, 12,600 tons SATURDAY.	5th April, at 11 a.m.
Melbourne via Manila Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	Tango Maru, 13,750 tons WED.	28th March, at 11 a.m.
	Nikko Maru, 9,600 tons WED.	28th April.
New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal		For date of sailing apply at the Company's Office.
Bombay via Singapore, Malacca, & Colombo	Tenshin Maru, 8,470 tons	Middle of April.
Calcutta via Singapore, Penang & Rangoon	Yamagata Maru, — tons FRI.	21st March, at 11 a.m.
3 omitting Shanghai and/or Moji Wireless Telegraphy.		

HONGKONG-VICTORIA B.C.-SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, & YOKOHAMA.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:

"Fushimi Maru," SATURDAY, 22nd Mar., at 11 a.m.

"Suwa Maru," MONDAY, 5th May, at 11 a.m.

3 omitting Manila Eastbound For further information apply to NIPPON YUSEN KAISHA, S. YASUDA, Manager

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

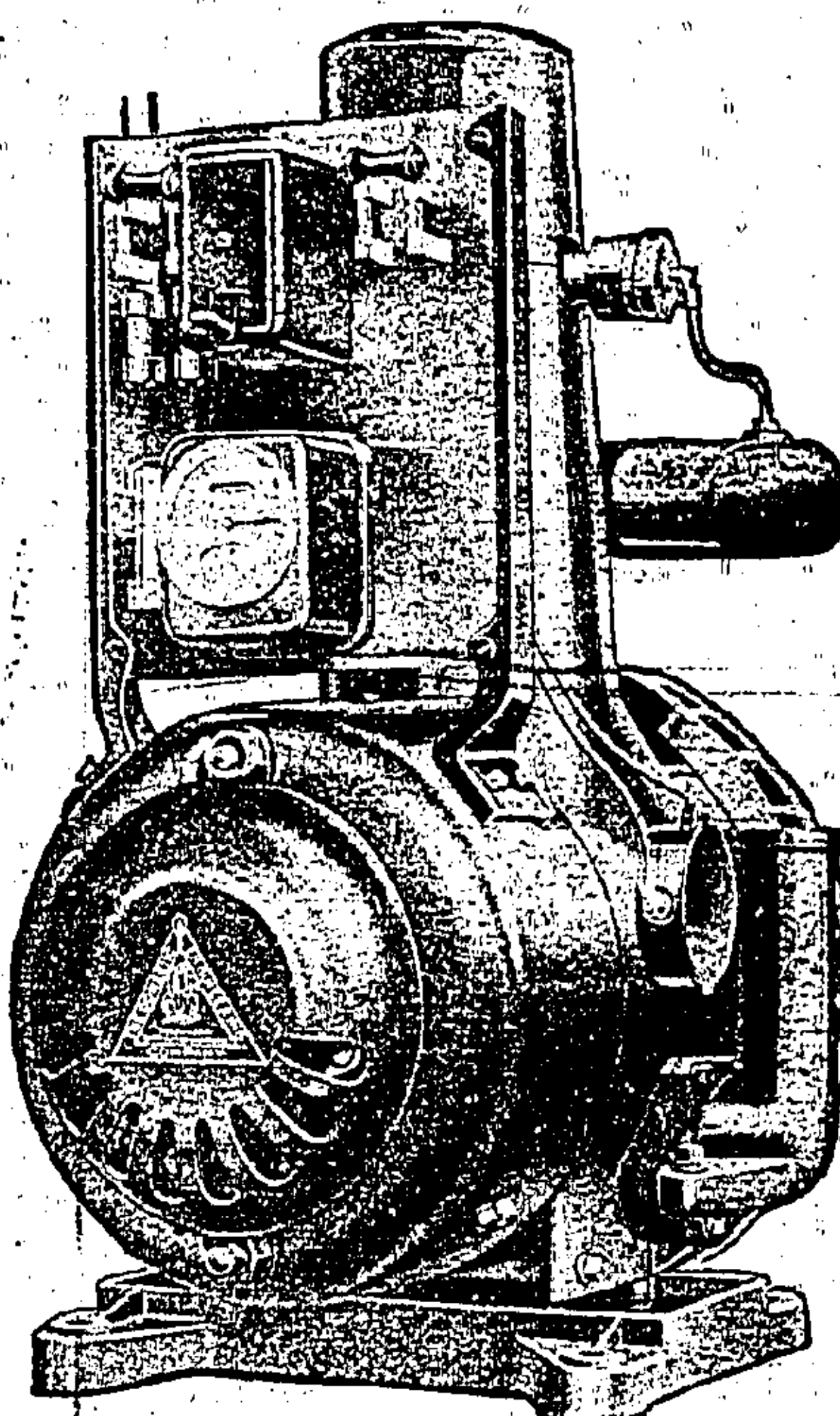
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have thirty years' experience. We own two Slipways and can accommodate any craft of 200 tons long.
Town Office: 48, Cross Street, Central, Hongkong. Telephone No. 459.
Shipyard: Shean Sai Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application. WONG PING WA, Manager.
Hongkong, April 1, 1912

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Liverpool via S'pore, Pang & Cibo &c.	Kamo Maru	Nippon Yusen Kaisha	On 26th April at 11 a.m.
San Francisco via Shanghai & Japan &c.	Panama Maru	Toyoko Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Tenyo Maru	Toyoko Kisen Kaisha	On 2nd May.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 26th Mar., at Noon.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 24th April.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 3rd April.
Victoria B.C. & Seattle via S'pore &c.	Suwa Maru	Nippon Yusen Kaisha	On 5th May, at 11 a.m.
Yokohama via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Co.	On 26th March.
Montevideo	Montevideo	Canadian O.S. Co.	On 26th April.
Sydney & Melbourne	Luzon Maru	Osaka Shosen Kaisha	End of March.
Australian Ports via Manila	Tango Maru	Nippon Yusen Kaisha	On 26th Mar., at 11 a.m.
Australian Ports via Japan	Seijo Maru	Toyoko Kisen Kaisha	On 3rd May.
Australian Ports via Japan	Ryo Maru	Toyoko Kisen Kaisha	On 18th July.
Shanghai via Swatow	Wang	Jardine, Matheson & Co., Ltd.	On 24th Mar., at 3 p.m.
Shanghai	Sinking	Butterfield & Swire	On 26th Mar., at Noon.
Shanghai, Kobe & Yokohama	Suyang	Nippon Yusen Kaisha	On 27th Mar., at Noon.
Kobe	Kwaiyang	Jardine, Matheson & Co., Ltd.	On 28th Mar., at 11 a.m.
Tientsin	Chipsang	Jardine, Matheson & Co., Ltd.	On 28th Mar., at Noon.
Keelung via Swatow and Amoy	Kaijo Maru	Osaka Shosen Kaisha	On 28th Mar., at 10 a.m.
Kelao via Swatow & Amoy	Suwa Maru	Osaka Shosen Kaisha	On 27th Mar., at 9 a.m.
Swatow, Amoy & Foochow	Hailong	Doyle, Laporte & Co.	On 27th Mar., at 3 p.m.
Manila	Yansang	Jardine, Matheson & Co., Ltd.	On 28th Mar., at 3 p.m.
Bombay, via Singapore, Malacca & Colombo	Tenshin Maru	Nippon Yusen Kaisha	Middle of April.
Nagasaki, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 1st April, at 11 a.m.
Straits & Calcutta	Rumsang	Jardine, Matheson & Co., Ltd.	On 1st April, at 3 p.m.
Singapore, Penang, Colombo & Port Said	Nellore	P. & O. S. N. Co.	About 20th April.
Madras, Delagoa Bay, Durban	Himalaya Maru	P. & O. S. N. Co.	On 18th April.
London	City of Bristol	The Bank Line, Limited	On 15th April.
Singapore, Penang & Batavia-Deli	Van Warwijck	Java-China-Japan Line	On 3rd April.
London	Alps Maru	Osaka Shosen Kaisha	On 26th March.
Singapore	M.S. Admiral Mayo	The Admiral Line	On 24th March.

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3 K. W. MACHINE WITH AN OUTPUT OF 180 16 C P. LAMPS,
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STEAM-FOR STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading issued for DATA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer carrying His Majesty's Mails will be despatched from this port as usual taking Cargo for the above ports. Passengers' accommodation in the connecting vessel is secured when available before departure from Hongkong.

Silk and Valuable Cargo for Italy, France, and London (under arrangement) will be conveyed in this steamer proceeding via Bombay, and there transhipped to the on-carrying steamer for Marseilles and London.

Passengers will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates etc. apply to: E. V. D. PARR, Superintendent. Hongkong, Jan. 23, 1912.

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TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.
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Dock Owners Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR
Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, etc., etc.

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER BULKHEADS	RISE OF TIDE	STRINGS	KNAPS
NO. 1 DOCK, KOWLOON	200'	50' (top 17' bottom)	10'	6'	2'	1 1/2'
No. 2 Dock, Kowloon	210'	50'	10'	6'	2'	1 1/2'
No. 3 Dock, Kowloon	220'	50'	10'	6'	2'	1 1/2'
Public Slip, No. 1, Kowloon	230'	50'	10'	6'	2'	1 1/2'
TAI KOW TSLUI	160'	50'	10'	6'	2'	1 1/2'
Commodore's Dock	160'	50'	10'	6'	2'	1 1/2'
ABERDEEN	160'	50'	10'	6'	2'	1 1/2'
Hong Dock, Lamou Dock	160'	50'	10'	6'	2'	1 1/2'

H. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hongkong.
Address Enquiries to the Chief Manager.

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The most Comfortable Route to America and Europe.

Sailings from Hongkong at Noon.
S.S. "VENEZUELA" WEDNESDAY, March 26th.
S.S. "ECUADOR" WEDNESDAY, April 3rd.
S.S. "COLOMBIA" WEDNESDAY, May 1st.

These Steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS and large comfortable State-rooms (all single and two berths only).

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For further information, rates, literature, schedules etc., apply to—
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SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.
Sailings:—S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.) S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays 4 p.m.) S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 4 p.m.) S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays 9 a.m.)

Further information may be obtained at the Company's Office, Hotel Mandarins, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAITUAN"	March 21st	March 26th, at 3 p.m.
"CHANGSHA"		

These steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For freight or passage apply to BUTTERFIELD & SWIRE, Agents.
Telephone No. 36. Hongkong, March 14, 1919.

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KAILAN MINING ADMINISTRATION.
TIENTSIN, NORTH CHINA



SEE PAGE 9

STOP PRESS
CABLES.

(Reuter's Service to the China Mail.)

PARIS CONFERENCE.

LONDON, March 17.

Paris says M. Pichon has made a statement to the journalists that there is no question of raising the blockade until preliminary peace is signed. General resumption of commercial relations is impossible pending signature of the final treaty. M. Pichon thought the treaty would be simply handed to the Germans, who would have to take it or leave it. No discussion would be permitted.

TO DEAL WITH OPIUM.

LONDON, March 21.

In the House of Commons, referring to Mr. A. G. Gardner, Mr. Harnworth stated that the Government hoped to bring the question of the Opium Convention of 1912 before the Peace Conference with a view to adoption of a resolution binding the Powers represented at the Conference and the enemy Powers to speedy enactment and enforcement of measures contemplated by the convention in order to confine the manufacture and sale of opium and similar noxious drugs to legitimate purposes.

CHINA AND JAPAN.

LONDON, March 21.

The Chinese delegates to the Peace Conference, in a statement to the journalists, declared that China must be freed from the burden imposed upon her, especially the German-Shantung privileges. They protested against the Japanese claims in Kueichow and against the 21 demands which Japan suddenly presented in January 1915, which China had to accept under threat of war. They asserted that Japan prevented China from joining in the war in 1914 and 1915. They emphasised the aid which China had given the Allies in the shape of labourers and sailors. They mentioned that a Chinese army of 100,000 men had been sent to Europe.

The Japanese delegates also received the journalists. Marquis Saionji, who is a Japanese statesman, said that Japan's sympathy with the idea of a League of Nations, which he called a "grand project for the establishment of an impartial and just peace." He rejoiced that humanity at length was able to see the first gleams of a new era in which right would definitely prevail over force. He was firmly convinced that China would understand Japan's just and legitimate aspirations, and that she would reach a complete understanding for the maintenance of peace, the security and progress of civilisation in the Far East. The future union of the eastern world, whose population was more than half mankind, was a lofty and sublime vision, especially with the western world under the League of Nations in perfect harmony and eternal goodwill.

THE BLOCKADE.

LONDON, March 15.

Reuter is authoritatively informed that although the highest Allied naval and military opinion regards as imperative the retention of the blockade until the conclusion of peace, the Allies are not using the blockade to keep food out of the enemy countries nor from starving populations.

The Supreme Economic Council is the authority charged with affording relief and the blockade ministers are represented thereon and working harmoniously therewith. Nevertheless, formidable difficulties exist. The principal ones involve the refusal of Germany to give up her merchantmen for this relief work, and the shipping shortage due to the enemy's policy of indiscriminate piracy. Nevertheless, the Allies are anxious to afford all possible relief to the starving peoples of Austria-Germany, but in respect of Germany, the extent to which it can be given depends largely on Germany herself. A difficulty of great magnitude is the question of finance. Other difficulties include the defective transport facilities in enemy countries.

GERMAN GOLD.

[See To-day's Telegrams.]

LONDON, March 15.

Paris says Germany will pay for the food supplied by gold and receipts derived from the exportation of certain permitted products. A control Board of Exports is being established, probably at Rotterdam. Permission to resume North Sea fishing is being given, and steps are being taken to modify the blockade.

GERMAN SITUATION.

[See To-day's Telegrams.]

LONDON, March 15.

Vorwärts says that military experts expect a Bolshevik army a few weeks hence will try to cross the East Prussian frontier hoping to find food in East Prussia. Various other newspapers consider the Bolshevik danger cannot be exaggerated in view of the fact that army discipline is weakening in Germany through Spartakism.

STOP PRESS
CABLES.

(Reuter's Service to the China Mail.)

COAL COMMISSION.

"STARTLED."

MORE REVELATIONS.

LONDON, March 15.

The Coal Commission is continuing its proceedings daily, sifting a maze of figures and statistics presented by the owners and workers' representatives. Witnesses are closely and persistently cross-examined by both sides. Startling revelations have been made regarding the bad conditions underground, where men and boys have to work while ponies die at the rate of forty monthly. Shocking housing conditions in many mining districts are also revealed. The Commission brought out the amazing fact that the Coal Controller had agreed to increase prices to an extent amounting yearly to an exaction of £25,000,000 from the coal consumers, in order to assist low-grade collieries which are losing money, while the others are piling up still more enormous profits. Witnesses called attention to the increasing danger of Argentinean competition, especially in the necessity of cutting down prices in order to prevent American undercutting. Yesterday's sitting was occupied by an elaborate scheme presented by the miners' Federation in favour of the nationalisation of mines. It proposed that each mine be administered by a pit committee, elected yearly by the men.

BRITISH TRANSPORTATION.

[See To-day's Telegrams.]

Sir Eric Geddes, after referring to his experiences in France in order to emphasise the need for a single authority, declared that throughout the country there was waste and unnecessary movement of goods which must be stopped. It would be unwise to allow the competitive system of transportation to continue. Referring to the labour aspect, he said that if discipline was to be expected in the Trade Unions, Government must have a say in the conditions of labour in essential services.

CHINESE TELEGRAMS.

[China Mail Special.]

SHANGHAI, March 22.

The delegates from inner and outer Mongolia held a meeting and decided to declare their independence. Four other military governors have telegraphed that if the President dismisses the military governor of Shensi, they will all resign. The British Minister had a talk with the Foreign Minister yesterday, and offered some friendly advice. Shensi missionaries report on March 13 that northern troops were still attacking Kichan, with big guns. The secret Sino-Japanese treaties have not yet been published.

CENSORSHIP REGULATIONS.

The following modifications are made from March 23, 1919, and reported in the Government Gazette of March 21:

The censorship on all Naval matters will be removed, i.e., Press, Authors, Artists, Photographers, and Cinematographers will not be required to submit anything to Naval censorship; that is to say, they will revert to their pre-war practice. The censorship on all Naval matter held up during the war will be removed. Photographs, &c., of His Majesty's ships and books on Naval subjects, the sale of which has been prohibited during the war, may accordingly be exhibited and sold.

WEATHER REPORT.

March 22d. 12h. 3m.—No returns from Japan and Vladivostok. Pressure has increased considerably at Weihaiwei, and has decreased slightly to moderately elsewhere; a depression is indicated to the west of Hongkong.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 2.94 inches, against an average of 5.05 inches. Forecast for the 24 hours ending at noon on the 23rd: 1.—Hongkong to Gap Rock S.E. or variable wind, moderate; cloudy, probably some rain. 2.—Formosa Channel. The same as No. 1. 3.—South coast of China between Hongkong and Luzon. The same as No. 1. 4.—South coast of China between Hongkong and Hainan. The same as No. 1. O. W. Jerrard, Chief Assistant, Hongkong Observatory, March 22, 1919.

HONGKONG FIRE
INSURANCE CO. LTD.

The report for the fiftieth ordinary meeting on March 29 says: The General Managers and Consulting Committee have pleasure in submitting to the Shareholders the Fiftieth Annual Report of the Company.

Working Account 1917.—After retransferring to this Account the sum of \$30,000.00 which was placed to the credit of Investment and Exchange Fluctuation Account last year, it shows a net profit of \$340,767.63. Working Account 1918.—The balance at credit of this Account is \$525,279.01.

Investment and Exchange Fluctuation Account.—After transferring the sum of \$30,000.00 back Working Account 1917, this Account stands at \$156,987.34.

Reinsurance Fund.—It is proposed to transfer \$20,924.15 @ ex 3/4 = \$124,767.63 from the profit of the year 1917 to the credit of this Fund.

The Fund will then stand at \$99,840.15. Dividend.—The General Managers and Consulting Committee have pleasure in recommending a dividend of \$27 per share absorbing \$216,000.00.

Consulting Committee.—The Hon. Mr. E. Shellim resigned his seat on account of his departure from the Colony and Mr. A. H. Compton was invited to fill the vacancy.

The Hon. Sir Paul Chater, C.M.G., Sir Robert Ho Tung, Messrs. White Maitland, Gubbay and Compton retire but, being eligible, offer themselves for re-election.

Mr. T. E. Pearce has accepted an invitation to join the Consulting Committee, his election requires the confirmation of Shareholders.

Auditors.—The Accounts have been audited by Messrs. H. Percy Smith, F.C.A., and A.R. Lowe, F.C.A., who, being eligible, offer themselves for re-election.

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong Fire Insurance Co., Ltd. WORKING ACCOUNT 1917.

On December 31, 1918.

Losses and Claims \$229,649.49

Charges 47,473.82

Remuneration to Consulting Committee 8,000.00

Auditors 133,399.52

Commissions 340,767.63

Balance, as per Balance Sheet \$ 759,290.86

Net Premia Received, less Returns and Re-insurances 581,814.49

Interest 177,404.37

Transfer Fees 72.00

\$ 759,290.86

WORKING ACCOUNT 1918. ON DECEMBER 31, 1918.

Losses and Claims \$77,889.16

Charges 49,400.09

Remuneration to Consulting Committee 8,000.00

Auditors 136,315.33

Commissions 340,767.63

Balance, as per Balance Sheet \$ 525,279.01

\$ 796,883.59

Net Premia Received, less Returns and Re-insurances \$631,142.48

Interest 155,658.11

Transfer Fees 83.00

\$ 796,883.59

BALANCE SHEET ON 31st DECEMBER, 1918.

LIABILITIES.

Capital, 8,000 Shares of \$250 each—\$2,000,000.00 of which \$50 per share has been paid up 400,000.00

Reserve Fund, as per last account 1,600,000.00

Reinsurance Fund 470,556.12

Investment and Exchange Fluctuation Account 156,987.34

Uncollected Dividends 1,080.00

Accounts payable 92,057.26

Working A/c 1917—Net Profit, as per Statement 340,767.63

Working Account 1918, as per Statement 525,279.01

\$3,586,727.36

ASSETS.

Cash, in hand and in transit and on Current Account and Fixed Deposits with Banks 136,886.41

Gold £22,956.19/10 725,909.96

Silver 1,424,865.62

Mortgages, Loans and Debentures 435,235.50

British Indian and Colonial Government Securities 100,000.00

Gold 435,235.50

Silver 100,000.00

British, Indian, and Colonial Railway, Port Trust Bonds and Stocks—Gold 69,278.01

£11,618.10/0 225,770.00

Foreign Government Loans—Gold 153,659.63

GREEN ISLAND CEMENT
CO., LTD.

The thirtieth ordinary general meeting of this Company was held in the registered offices of the Company, St. George's Building, this morning. The Hon. Mr. D. Landale was in the chair and there were also present Sir Paul Chater and Messrs. A. O. Lang, R. Henderson (secretary), A. E. Griffin, Chau Sir Ki, C. B. Buyers, W. Adamson, Capt. W. Clark, J. P. M. de Silva, J. M. Gordon, W. Van Epps, Tang Sew Ting and H. F. Campbell.

After the secretary had read the notice convening the meeting, the Chairman said: Gentlemen.—The report and accounts have been in your hands for some days so with your assent I will take them as read. The result of the year's work is a considerable improvement on that of 1917, but about half of this improvement is due to the s.s. Chingchow having been chiefly engaged on outside charters instead of in carrying stone for the Company. Her earnings in this way have not only helped to swell the Company's earnings, but while she was running under Government control we were able to hand over the substantial sum of \$880,000 for the benefit of the Public Funds.

We recommend to you the payment of the same dividend as before namely 80 cents per share absorbing \$320,000. This will leave including the balance of \$114,763.77 brought forward from last year \$434,763.77 which we propose should be allocated as follows:—

To place to Reserve Fund \$25,000.00

To pay a Bonus to Staff... 18,051.70

To write off Hok On Works 7,505.78

To write off Deep Water Bay Works 40,000.00

To write off Steamer Launches & Lighters 100,000.00

and carry forward the balance of \$125,189.39.

I trust you will approve of this division of the profits as we feel strongly that it is advisable to write the s.s. Chingchow and the works at Deep Water Bay well down in view of their more uncertain prospects in the future. Although we had an improved year we are sorry to say that our sales so far this year have fallen off greatly owing to the idea which has prevailed that prices would drop after all round and we hope that when it is realized that these expectations are not likely to be fulfilled that the demand for Cement will become normal again.

As regards supplies of limestone I am glad to say that more is coming from China and that we have not in consequence been dependent on Tongkin stone, hence our ability to make use of the Chingchow in other trades.

You will notice that we have again contributed \$5,000 to War Charities and you will not feel sorry to see the payment of this amount or of the Bonus to the Staff which has been well earned by all concerned.

Last year was not an easy one for this Company, but I need not emphasize our difficulties or labour the points of exchange or freights as I know you are all fully alive to them.

I now beg to propose that the meeting approve the report and accounts now laid before it and declares

A Dividend of 80 cents per share \$320,000.00

Place to Reserve Fund 25,000.00

Pay a Bonus to Staff... 18,051.70

Write off Hok On Works 7,505.78

Write off Deep Water Bay Works 40,000.00

Write off Steamer Launches & Lighters 100,000.00

and carry forward to next account \$125,189.39.

After that motion has been seconded I shall be pleased to answer any questions that Shareholders may wish to put.

Sir Paul Chater seconded the adoption of the report and accounts for the year ended March 22, 1919, and put to the meeting the motion was carried unanimously.

The Rev. Fr. Robert and Mr. A. O. Lang were unanimously re-elected directors for the ensuing year on the proposal of Mr. J. P. M. de Silva seconded by Mr. J. M. Gordon.

Messrs. F. Maitland and A. R. Lowe were re-elected auditors for the ensuing year at a remuneration of \$500 on the proposal of Mr. Chau Sir Ki, seconded by Mr. A. E. Griffin.

The meeting terminated with the announcement that dividend warrants will be ready for issue on Monday.

THE MERSEY'S WAR
CONTRIBUTION.

Recently, in a lunch speech, Sir George Carter gave an interesting summary of how the great yard of Cammell, Laird, and Co. has contributed to the strengthening of the Navy and the mercantile marine. A more detailed review is now published, and this shows how Cammell Laird rose even above themselves and performed feats of construction unheard of before the war. This long history of the four years' operations, however, is far from complete, but it gives many of the main features of an honourable story.

The vast works of the company comprise ample building berths for vessels up to 1,000ft. in length, shops and appliances for completely fitting out ships, and engine and boiler shops where the most powerful machinery yet conceived of can be produced. There are also seven graving docks, in which refits and repairs of vessels up to super-Dreadnoughts can be carried out. When the room was not required for great armoured ships, four destroyers at a time might be seen in one big dock, while other docks which were originally built for older type battleships frequently accommodated two. Adjoining is a wet basin about 15 acres in extent for fitting out new ships or refitting ships in service when a dry dock is not required. Cranes up to 150 tons lifting capacity are installed for handling the heaviest guns and mountings, or the heaviest parts of marine engines can be readily and quickly handled.

At the outbreak of war there were under construction, among other work three cruisers and a flotilla leader. Vessels of these classes then became very urgently required, and special efforts were made to deliver those most advanced, with the result that one cruiser, the Caroline, was delivered five and a half months before her contract date for delivery. A special letter of commendation being received from the Admiralty. The flotilla leader was completed four months ahead of her contract date. Other cruisers have been completed within twelve months of the date of laying down, and flotilla leaders in periods down to nine months from the initiation of work.

In all, since the commencement of war, the following cruisers have been completed for the Navy, or are on the point of delivery:—H.M.S. Caroline, Chester, Constance, Birkenhead, Caster, Caledon, Cairo, and Capetown. Most of these are of the well-known light cruiser type, used with such effect by Admiral Beatty with the Grand Fleet, and by Admiral Tyrwhitt in his patrol of the North Sea.

The flotilla leaders which have been built are:—H.M.S. Kempenfelt, Abdiel, Gabriel, Thetis, Grenville, Parker, Hoste, Seymour, Saumarez, Valentine, Yallahs, Scott, Bruce, Douglas, Campbell, Mackay, and Malcolm. These vessels are super-destroyers with enormous engine power, very high speed, and magnificent seagoing qualities. The armament is particularly heavy for this class of ship. It is interesting to note that H.M.S. Swift, which on several occasions distinguished herself on the Dover patrol, was the pioneer vessel of this splendid class and she was designed and built by Cammell, Laird and Co. for the Admiralty in 1907 as an experimental ship, and attained the very high speed for those days of 36 knots.

Submarines to the number of eight were actually delivered for service before the armistice was signed, while eight others were in course of construction, some being practically completed.

Records of the doings of individual ships during the war have but rarely been published; but the fight of H.M.S. Chester against superior forces at Jutland, when the hero Jack Cornwell gained his V.C., is to be remembered, while the brief commendation "Abdiel did well" in Admiral Jellicoe's despatch on the same battle is the brief official description of splendid service.

So far as the urgent demands of the Admiralty for war vessels would allow, the firm have used their best endeavours to increase the available merchant tonnage, and have succeeded in completing since July, 1914, ten large merchant steamers, while a number of others are still under construction, some being in an advanced state of progress. Much miscellaneous work has also been undertaken, and special mention may be made of the supply of powerful turbine machinery for two cruisers, the hulls of which were built at the Royal Dockyards. The machinery for H.M.S. Iron Duke, for long the flagship of the Grand Fleet, was also completed shortly before the outbreak of war.

Owing to their special experience in the repairs of warships and the convenience of their premises, the United States Government selected the company's shipyard as the repairing base for a large number of their destroyers on patrol work in European waters, and in this way a vast amount of work was done for our American allies.

The number of ships which have passed through the company's yards for repairs, refits, or similar work since the war began is as follows:—Battleships 9, cruisers 60, destroyers 100, United States destroyers 95, submarines 8, armed merchant vessels, transports, and seaplane carriers and other Fleet auxiliaries 123, merchant ships 107—total 502.

THE PARAVANE
INVENTOR.

The paravane saved us approximately £40,000,000 worth of war ships, besides merchant tonnage to an unknown, though enormous amount.

Like many other great conceptions, the paravane seems a quite simple thing. Hawkers with kites at the end of them are put into the water—on each side of a ship. As the ship moves along the pull on the kites tightens the hawkers, which stand out in a straight line on either beam and sweep up any mines that may be met with.

On one occasion last year a flotilla of light cruisers found themselves in a minefield, and by using the paravane they were able to cut their way safely through it. The German submarines were continuously laying minefields which could not be detected until vessels were in them. But with paravanes out there was no danger. The mines were cut away and destroyed, and often it was not until this began to happen that the men in the ships knew they were in a mined area.

Different types of this invention were developed. One kind was used with much success against U-boats. There was also a special one that could be easily handled fitted to merchant vessels.

The paravane was invented by Lieut. Dennis Burney, R.N., son of Admiral Sir Cecil Burney, Commander-in-Chief at Rosyth. Lieut. Burney comes of an old naval family. He is a very young officer who looks the clever man he is, and, like many other naval officers, has a distinct bent for science and mechanics. He conceived the idea of a paravane while running a destroyer to an fro across Channel on escort duty.

Having got the plan, he worked it out by means of drawings and models, and persisted in this until finally the Admiralty agreed to give this thing a trial. Results were so good that a special department was established for it and paravanes manufactured by the thousand.

Under official regulations a naval officer who invents anything must offer it to the Admiralty, who, if they accept the device, may give him whatever reward they please. Lieut. Burney was made Acting Commander and awarded the C.M.G.

Special mention may be made of the repair to one of the great super-dreadnoughts which had sustained very heavy damage by collision. At the time the ship could ill be spared from the Grand Fleet, and by special exertions the repairs were completed in eighteen working days, or about one-half the time it had been anticipated to be possible by the authorities; and not only was the damage repaired, but complete fire control was fitted in the same time. Thus the ship was able to return to her unit brought up to the most recent battle requirements. The number of men employed and the amount of work done may be gauged by the money spent during the sixteen days referred to, i.e., £40,000. A special letter of appreciation was received from the Admiralty.

The conversion of the well-known old Cunarder the Campania into the first large seaplane carrier for fleet work was another interesting undertaking. This famous old ship did yeoman service till a week or so before the armistice, when she was sunk in collision.

The war career of the popular Isle of Man turbine ship King Orry will also interest many of those who travelled to the island on her for their holidays before the war. This ship was built by the company, and on the outbreak of war was fitted out by them as a special service vessel. Owing to her speed and good seagoing properties, she proved to be of great service, and had the honour of being the only ex-merchant ship in the fleet which received the surrender of the German Navy.

There have been other jobs of great interest, too many to describe in detail. The number of men employed in the performance of the undertakings described has varied from 12,000 to 15,000 and the wages paid, during the war period, amounts to about £7,500,000, which shows in yet another way the magnitude and value of the work which has been done.

Many experiments have also been made in connection with electric welding to take the place of rivetting of ships, and an experimental ship is now under construction at the yard, which is now a veritable little town of itself, with railways, bridges, and permanent roadways.

It is pretty evident that so far as the Birkenhead yard is concerned British shipbuilding is hardly in the parlous state some recent writers would have us believe. Under the inspiring leadership of their managing director, Sir George Carter, the company has a firm belief in the continued prosperity of the industry given the common sense operation of three things—sympathetic and generous treatment of the just aspirations of labour; careful attention to research and the adoption of all useful new methods; and provision of modern plant and labour saving devices. With these ideas in view the company may well look with confidence to outdo all its records in the service of the world's peaceful construction of the world's peaceful merchant navies, toward which indeed it is already engaged in making considerable contributions.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

3RD SUNDAY IN LENT, March 23.

Holy Communion (7.50 a.m.).

Matins (11 a.m.).

Responses: Ferial; Venite, MacFarren; Psalms, Ouseley and Turle; Te Deum, Woodward, Smart and Turle; Benedictus, Turle (6th evening); Hymns, 333, 300.

God Save the King.

N.B.—Psalm 110, verses 1 and 7 in unison. Psalm 111, verses 1, 2, 5 and 6 in unison. Hymn 333, verses 3 and 4 in unison. Hymn 300, verses 1, 4 and 7 in unison.

Evensong (6 p.m.).

Responses: Ferial; Psalms, Jones, Pergrinus and Wickes; Magnificat, Crotch (8th evening); Hymns, 333, 284, 32.

N.B.—Psalm 114, verses 1, 9, 70 O.P. in unison. Psalm 115, verses 1, 9, 13, 16 and 18 in unison. Psalm 61, verses 1, 3, 7, 13, 15 and 19 in unison. Hymn 333, verses 1, 4 and 7 in unison. Hymn 334, verse 1 in unison. Hymn 91, verses 1 and 8 in unison.

St. Andrew's Church, Kowloon.

3RD SUNDAY IN LENT, March 23.

Morning Prayer at 11 a.m.

Opening Voluntary.

Responses: Ferial; Venite, MacFarren; Psalms, of the 23rd Morning; CXX Ouseley, CXXI Turle, CXXII Silvey, CXXIII Smart, Te Deum, St. Jude; Benedictus, Turle; Hymns, 1, 197, 155 (1st Tune), 186, 550.

Opening Voluntary.

"Romance"—Kullak.

Evening Prayer at 6 p.m.

Responses: Ferial; Psalms, of the 23rd Evening; CXXIV Tonus Pergrinus, Verses 1, 2, 7, 8 in unison, CXXV Wickes; Magnificat, Parby (11th Evening); Hymns, 333, 219, 51, 139, 172.

Prayer: Rev. J. Kirk Macdonachie.



DUC DE MONACO.

GRAND VIN SEC

Dry
Champagne



REIDS LIMITED, IMPORTERS.

OBTAINABLE AT
GANDE, PRICE & CO. LTD. AGENTS.
HONGKONG.

AND ALL HOTELS, CAFES AND STORES.

INTIMATIONS

WHY WASTE?

DO YOUR SHOPPING AT

SINCERE'S

AND GET

"GOOD VALUE FOR YOUR MONEY."

"For the Blood is the Life."

YOUR BLOOD WANTS PURIFYING.

IF YOU are troubled with Eczema, Blotches, Spots, Pimples, Bolls, Sores or Irritations of any kind continually bursting through the skin.

IF YOU are suffering from Aches and pains of B. I. Legs, Abscesses, Ulcers, Scrofulous and Ulcerated Sores, Glandular Swellings, Blood Poison, etc.

IF YOU have that constant itching and inflammation of Piles.

IF YOU are in the grip of Rheumatism, Sciatica, Lumbago, Gout, etc.

All these are sure signs of clogging blood impurity, calling for immediate treatment through the blood, so don't waste your time and money on useless lotions and messy ointments, which cannot get below the surface of the skin. What you want and what you must have is a medicine that will get right to the root of your trouble, a medicine that will thoroughly free the blood of the poisonous matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of the red blood cells which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising) and by rendering it clean and pure, can be relied on to effect a lasting cure.

The True Value of CLARKE'S BLOOD MIXTURE

is evidenced by a most remarkable collection of grateful patients of all classes—patients who have been cured after doctors and hospitals have given them up as incurable—patients who have been cured after trying many other treatments without success—patients who not only have been cured of the particular skin or blood complaint from which they were suffering, but also have found great improvement in their general health. (See pamphlet round bottle.)



The World's Best Blood Purifier.

CURES ALL

Over 40 years success. Pleasant to take and warranted free from anything injurious. Of all Chemists and Dispensaries. PREPARED BY CLARKE'S SKIN & BLOOD DISEASES

INTIMATIONS.

R. TSANG KENG DECEASED.

NOTICE

A MEETING of the Creditors (other than the fully secured Creditors) who contracted to the Receiver, Order against the above named debtor being rescheduled will be held on MONDAY, 24th day of March, 1919, at 2 o'clock in the afternoon, at the Office of the Union Insurance Society of Canton, Limited, to receive from Mr. F. R. a Report of the manner in which the properties assigned to him for the benefit of such creditors have been dealt with and an account of the monies received and expended by him, preparatory to the declaration of a first and final dividend. The amount available for such dividend is a sum of approximately \$17,262.97 and the dividend will accordingly be small.

All such creditors as desire to participate in such dividend should forward immediately to Messrs. DEACON, LOOKER, DEACON & HARBSTON, Mr. DEACON'S SOLICITORS, particulars showing the amounts of their claims, together with particulars of any sums received by them since the rescission in respect of their claims and the balance now remaining due. These claims should be forwarded on or before the 24th instant as the monies in hand will be distributed amongst the claims received on or before that date. Partly secured creditors must value their securities.

The Creditors will be required to verify their claims by Statutory Declarations if thought fit.

Dated the 15th day of March, 1919.

C. MONTAGUE EDE, Trustee for the Creditors.

THE ASSOCIATION OF EXPORTERS & DEALERS OF HONGKONG.

THE ANNUAL GENERAL MEETING of the MEMBERS of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on WEDNESDAY, March 26, 1919, at 4 p.m. in the Chamber of Commerce Room, CHARTERED BANK BUILDING, for the following purposes:—

- (1) To receive the Report and for the year ended December 31, 1918.
- (2) To elect a New Committee.
- (3) To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, March 12, 1919.

HONGKONG SCHOOLS' ATHLETIC SPORTS.

THE ANNUAL ATHLETIC SPORTS for the Combined Hongkong Schools will be held on FRIDAY, March 28th, at the RACE-COURSE. There will be the usual races for Fast Pupils, namely, Two Miles Bicycle Race, (Handicap), and Seven Furlongs Flat Race (Handicap). The entrance fee for these two races is 50 Cents, and the names may be given in on the field.

Hongkong, March 21, 1919.

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, March 25, 1919 to WEDNESDAY, April 23, 1919, both days inclusive.

By Order of the Board of Directors,
W. E. ROBERTS,
Secretary.

Hongkong, March 17, 1919.

G. R. NOTICE.

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

HIMROD'S
Gives Instant Relief
No matter what your respiratory complaint may be—whether BRONCHITIS, ASTHMA, CROUP, OR ORDINARY COUGH.
—You will find in this famous remedy a refreshing power that is strong and effective.
HIMROD'S
CURE FOR ASTHMA

JOINT RESERVE FUND FOR CHINESE BANKS.

On March 10 the Bank of China received, as bank in trust, the sum of Tls. 300,000 in sycee for storage in its vaults. This represents a joint reserve fund made up by the members of Shanghai Bankers' Association, a group of local Chinese banks having headquarters at 3-4 Hongkong Road, the individual amounts being as follows:—

Bank of China	Sh. Tls. 60,000
Bank of Communications	60,000
National Commercial Bank, Ltd.	30,000
Chekiang Industrial Bank, Ltd.	20,000
Shanghai Commercial and Savings Bank, Ltd.	20,000
Salt Industrial Bank, Ltd.	10,000
Chung Foo Union Bank Ltd.	20,000
Young Bros. Banking Corporation	20,000
Ningpo Commercial Bank, Ltd.	20,000
Chung Hua Commercial and Savings Bank Ltd.	10,000
Bank of Canton, Ltd.	10,000
King Cheng Banking Corporation	20,000

Arrangements have been made for the fund to increase from year to year and the Bank of China has the intention of building a special vault for the safekeeping of this permanent cash reserve created for the purpose of providing for unexpected calls for ready money by member banks of the association, the fund being the joint property of the association. Should any of the associated banks be affected by the money market, or other particular conditions, and need assistance to meet difficulties, loans may be advanced by the Association against suitable securities, the regulations governing the fund providing for this in detail. Being in permanent cash, the fund earns no interest.

This seems to mark another step forward, and another item to the credit of local Chinese bankers and their endeavour to adopt foreign banking methods and principles.

AMERICAN TRADE MISSION TO CHINA.

At a meeting in December at India House, New York, given in honour of the members of the Japanese Commercial Commission, by the Executive Committee of the American Asiatic Association, and a number of prominent business men engaged in commerce with the countries of Eastern Asia, addresses were made by the chairman, Judge E. H. Gary of the United States Steel Corporation, and by Mr. R. Yamashina, Vice-President of the Tokyo Chamber of Commerce.

The following resolutions were unanimously adopted:—

Resolved, That this meeting cordially endorses the proposal now under consideration by the Executive Committee of the American Asiatic Association to induce the sending to the Orient of a representative body of men qualified to speak on behalf of American industry, trade and finance, to investigate conditions affecting the material development of the Chinese Republic, to consult with native and foreign commercial bodies on that and other subjects of interest to the trade of the world, and to find the most effective means of co-operating with these organizations and with the Chinese people, by way of assisting China to secure and maintain the success and prosperity to which her immense natural resources and aptitude of her people fully entitle her; also

Resolved, That in undertaking this task steps be taken to obtain the active co-operation of the leading representatives of Chinese and Japanese commerce and industry, and to enlist the sympathy and support of the business men of other nations who are pledged to defend the integrity of China and to maintain an equality of commercial opportunity in all the markets of the world.

Mr. William Patrick Tells How Cuticura Healed His Child

"My child broke from head to foot with little red pimples. We had him treated, but it did him no good, and he kept getting worse until he was one mass of itching scales. He could not rest night or day, and would scratch until he bled."
"I read of Cuticura Soap and Ointment and wrote for a free sample. It gave him great relief, so I purchased a box, and it took two boxes of Cuticura Soap and three boxes of Cuticura Ointment to heal him." (Signed) William Patrick, Trubshaw Cottages, Harbledown, Staffs., Eng.

"When used for every-day toilet purposes Cuticura Soap not only cleanses, purifies and beautifies, but prevents many little skin troubles (caused by occasional use of Cuticura Ointment) to soothe and heal the first signs of skin troubles. 'Absolutely nothing' better. Soap to cleanse, Ointment to heal. British Patent, P. Newbery & Sons, Ltd., 11, Cannon Street, London. Sold everywhere."

SEE PAGE 9

AN APOLOGY TO PRISONERS.

The prisoners of war who are returning to this country from Germany are bringing with them copies of the following pamphlet, handed to them before they leave the scene of their terrible sufferings, and headed, "A Parting Word."

"Gentlemen (it begins), the war is over! A little while and you will see your native land again, your homes, your loved ones, your friends.... When you are already united to your families, thousands of our countrymen will still be pining in far-off prison camps with hearts as hungry for home as yours."

"You have suffered in confinement—as who would not? There were many discomforts, irritations, and misunderstandings. Your situation has been a difficult one. Our own has been desperate. Our country blockaded, our civil population and army suffering from want of proper and sufficient food and materials, the enormous demands made upon our harassed land from every side—these and many other afflictions made it impossible to do all that we should have liked to do. Under the circumstances we did our best to lessen the hardships of your lot, to ensure your comfort, to provide you with pastime, employment, mental and bodily recreation. It is not likely that you will ever know how difficult our circumstances have been."

"We know that errors have been committed and that there have been hardships for which the former system was to blame. There have been wrongs and evils on both sides. We hope that you will always think of that—and be just."

"You entered the bold empires of Germany; you leave the new Republic—the newest and, as we hope to make it the freest land in the world. Once the barriers of artificial hatred and misunderstanding have fallen, we hope that you will learn

to know, in happier times, these grander features of the land whose unwilling guests you have been. A barbed wire enclosure is not the proper point of view from which to survey or judge a great nation."

"The war has blinded all nations. But if a true and just peace will result in opening the eyes of the peoples to the fact that their interests are common, this war will not have been fought in vain. If the peoples at last realise that it is not each other who are their enemies but the ruthless forces of Imperialism and capitalism, of militarism of all sorts, of Jingo journalism that sows falsehood, hatred, and suspicion, then peace will not be established in vain. We hope that every one of you will go home carrying a message of goodwill, of conciliation, of enlightenment."

SOLDIERS AND POLITICS.

In a Sunday newspaper Mr. Edward Marshall has published particulars of an interview with Mr. Hogge, M.P., in which some of the problems and dangers connected with the political treatment of the soldier are very fully and lucidly discussed. Mr. Hogge referred first to a danger sometimes mentioned that "discharged soldiers may declare that they have saved the country, and declaring this, demand the right either to lie back on their elbows, so to speak, and do no more, or to control, in a purely selfish way, whatever may affect their interests, not realising that nothing which is bad for other people can possibly be good for them." Mr. Hogge asserts that that view has not gripped the psychology of the returning soldier. Happily, we do not think that it yet has done so to any great extent, but we fear there are some grounds at any rate for recognising the danger.

And, as usual, much of any trouble that would arise in consequence should be attributed to the ignorant and hysterical "letters to the editor" which form a special feature in many journals. As we said long ago, the discharged soldier deserves generous and handsome treatment by the country, i.e., the State. But the greatest generosity can be tempered with common sense and discretion. Another point that has often occurred to us is that when every man of military age is serving and those who are too young or too old are at least engaged in work of national importance—and the same may be said of the women—who is left? There seems to be a tendency to forget that when men work or fight "for the country" they also work or fight for themselves. Are they not part of the country? We have been tempted to make these few remarks as we have found a great tendency among the less educated classes to regard the Government as a kind of institution possessing unlimited resources and owning the country, and to believe that all that is done nominally for the country is solely to the advantage of the Government. Indeed, we are afraid that there are some even of the better educated classes who are rather vague as to the economic interpretation of "the State."—United Service Gazette.

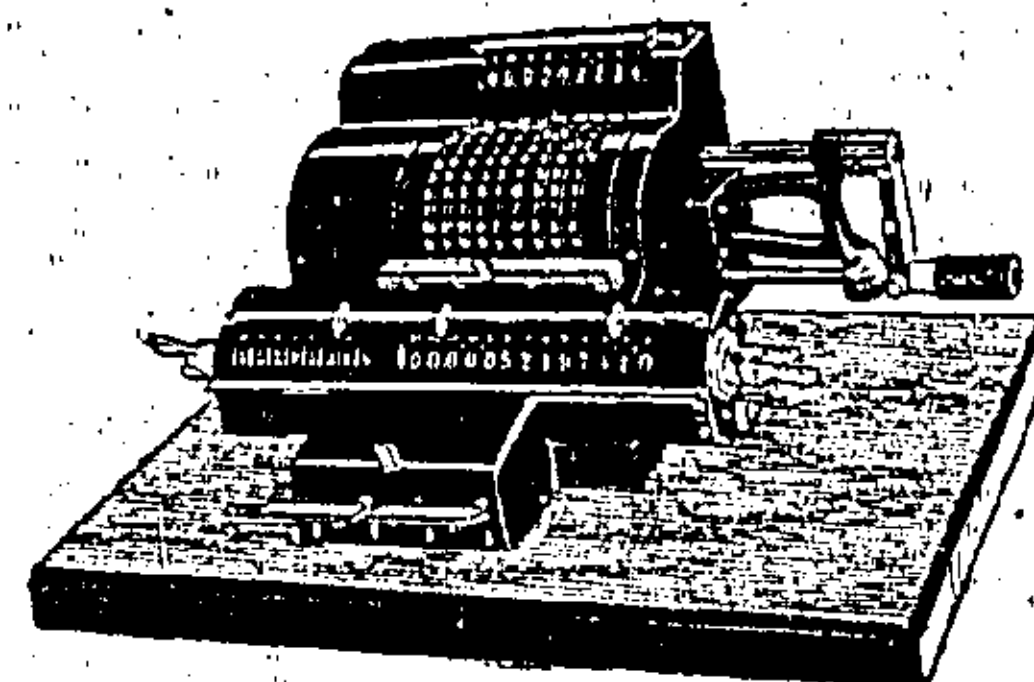
TO LOOK WELL AND FEEL WELL

daily regularity is essential. Constipation is the root cause of disordered liver, sick headaches, biliousness, foul breath, pimples and a host of other ills.

PINKETTES

dispel constipation and promote regularity, they do not gripe or purge, but act as gently as nature. Chemists sell them, also at 90 cents the retail price from The Dr. Williams' Medicine Co., 96, South Street, New York.

With the MARCHANT you can Improve your Methods.



With this machine you can save time

in all your calculations. To prove

this to your own satisfaction figure this

problem, answered by the Marchant

in ten (10) seconds:

Month's run in 4 mills, 2,142,550 ft. Mills' expenses, \$30,531.34.
To find cost of manufacture per M. divide \$30,531.34 by 2,142,550
Answer: \$14.25 per M.

ALEX. ROSS & CO.,

4, Des Voeux Road, Central.
Phone 2487.

Dr. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

It is the only specific in
DIARRHŒA, CHOLERA and DYSENTERY.

Checks and arrests
FEVER, CROUP, AGUE, COUGHS, COLDS, ASTHMA, BRONCHITIS.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

Sole Manufacturers:
J. T. DAVENPORT, Ltd.,
London, S.E.

NOTICE

Messrs. CROSSE & BLACKWELL much regret that for the first time for a hundred years war conditions prevent many of their products being shipped to Hongkong and China. They much appreciate the letters they are receiving and in reply would state that it is fully recognised here that under the circumstances of life in China the absence of English delicacies and foods is a very real hardship.

Messrs. CROSSE & BLACKWELL will take care that not a day shall be lost in forwarding supplies when a return to more normal conditions permits. In the meantime they trust that those who have been accustomed to rely on their products will be good enough to accept this explanation.

THE EVER POPULAR
HOUSEHOLD REMEDY
Which has now borne the
Stamp of Public Approval for
OVER FORTY YEARS.

**ENO'S
FRUIT SALT**

PLEASANT TO TAKE.
REFRESHING AND INVIGORATING.
IT IS VERY BENEFICIAL IN ALL CASES
OF
Dizziness, Sick Headache, Constipation,
Errors in Diet—Eating or Drinking, Thirst,
Giddiness, Rheumatic or Gouty Pains,
Feverish Cold, with High Temperature
and Quick Pulse, and Feverish Conditions
generally. It is everything you could wish
as a simple and Natural Health-giving
Agent.

Prepared only by
J. C. ENO, Ltd., 'Fruit Salt' Works, London, England

"OLD BY CHEMISTS AND STORES EVERYWHERE."

COMMERCIAL.

IRON COMPANY CLOSING DOWN.

Being quite unable to surmount the difficulty caused by the steep drop in the price of iron and the very small demand, the Nippon Iron Works Co., Ltd., run by Mr. Asano Seichiro, was wound up on Feb. 17, and about 200 employees and workers of the firm were transferred to the Asano Kokura Steel Foundry. The stock in possession of the defunct company will also be transferred to the latter company.

TIN CONTROL.

Speaking at the annual meeting of the F.M.S. Chamber of Mines (Perak branch), on February 28, Mr. F. S. Phisick said: With reference to the remarks made at a meeting of the F.M.S. Chamber of Mines that it was common talk in Singapore that a certain firm was making £10,000 a month as commission on behalf of the Government, you will perhaps allow me—seeing the publicity given to that statement, and seeing also there was no doubt in anybody's mind as to the firm denoted—to quote from a London letter in refutation of that statement. The facts are as follows: The total quantity purchased for Government account during the period of control was 19,700 tons, of which 8,850 tons were bought free of any commission or charge. On the remaining 10,850 tons we were allowed 7.6 per cent to cover commission and all cable expenses, so that on the whole quantity purchased under Government instructions the commission worked out at 4s. a ton, practically half of which was absorbed in cable expenses. The cable expenses referred to do not include cost of cablegrams from Straits, but only those from London.

U. S. EXPORTS TO U. S. A.

American consular reports show the total declared value of the exports from the United Kingdom to the United States in 1918 aggregated \$352,272,830 against \$262,891,937 in 1917. Decreases occurred at all consulates except Sheffield, Newcastle, and Cork. The exports invoiced at the London Consulate General for the United States declined by a value of \$55,000,000; from Dundee, by \$13,000,000; from Liverpool, by \$11,000,000; from Manchester, by nearly \$8,000,000; and from Bradford by \$7,000,000. For the 11 months ended November 30, the total value of exports from London alone to the United States reached the aggregate of \$55,507,405 compared with \$121,617,654 for the same period of 1917. The principal articles comprised in the foregoing figures were:

Rubber	.....\$40,127,996	\$3,743,609
Precious stones	16,860,621	14,116,924
Tin	.....10,090,454	3,515,870
Furs	.....6,064,909	5,729,415
Art	.....4,889,197	1,934,561
Hides	.....2,951,312	158,249
Wool	.....29,774	26,648
Tea	.....747,058	

FEBRUARY RUBBER RETURNS.

Kuala Lumpur	.....45,125 lbs.	
Sumatran	.....42,700 lbs.	
Supong Estate	.....37,446 lbs.	
United Malacca	.....7,450 lbs.	
Malacca	.....100,230 lbs.	
Nordland (Johore)	.....11,178 lbs.	
Rim (Malacca)	.....33,700 lbs.	
Midholl	.....40,000 lbs.	
Malacca	.....201,230 lbs.	
Malaya General	.....73,700 lbs.	
Sumatran	.....39,522 lbs.	
Sumatran	.....25,300 lbs.	
Sumatran	.....14,200 lbs.	
Sumatran	.....18,300 lbs.	
Sumatran	.....10,750 lbs.	
Sumatran	.....27,962 lbs.	
Sumatran	.....52,000 lbs.	
Sumatran	.....462,000 lbs.	
Sumatran	.....130,000 lbs.	
Sumatran	.....115,000 lbs.	
Sumatran	.....37,000 lbs.	
Sumatran	.....27,000 lbs.	
Sumatran	.....19,000 lbs.	
Sumatran	.....8,000 lbs.	
Sumatran	.....34,800 lbs.	
Sumatran	.....25,370 lbs.	
Sumatran	.....28,370 lbs.	
Sumatran	.....16,540 lbs.	
Sumatran	.....2,940 lbs.	
Sumatran	.....13,000 lbs.	
Sumatran	.....8,000 lbs.	
Sumatran	.....14,065 lbs.	
Sumatran	.....24,425 lbs.	
Sumatran	.....7,000 lbs.	
Sumatran	.....20,164 lbs.	
Sumatran	.....16,800 lbs.	
Sumatran	.....92,966 lbs.	
Sumatran	.....5,527 lbs.	
Sumatran	.....42,850 lbs.	
Sumatran	.....10,400 lbs.	
Sumatran	.....20,861 lbs.	
Sumatran	.....23,500 lbs.	
Sumatran	.....80,000 lbs.	

SEE PAGE 9

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship "SHIDZUOKA MARU."

having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Co's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by March 23, 1919, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee and the Co's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON-YUSEN KAISHA.

Hongkong, March 19, 1919.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, COLOMBO, & STRAITS.

THE Steamship

"CARNARVONSHIRE."

having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by March 23, 1919, at 5 p.m., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Giddard & Douglas, on March 23, 1919, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.

Hongkong March 19, 1919.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

From NEW YORK VIA PANAMA CANAL.

THE Steamship

"WALTON HALL."

having arrived. Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence and/or from the wharves, delivery may be obtained.

Goods not cleared by March 23, 1919, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on March 20 and 21 at 2.30 p.m. Claims against the steamer must be presented within 14 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

THE BANK LINE, LIMITED.

Agents.

Hongkong, March 14, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TELEMACHUS."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown 4a and after March 21. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after March 27, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before April 10, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, March 21, 1919.

HONGKONG STOCK EXCHANGE.

HONGKONG, 21st MARCH, 1919.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.

Hongkong Bank, \$735 s. 730 ca.

Manila Bank, \$410 b.

North China Bank, \$1234 b.

Union Bank, \$1035 b.

Yongtze Bank, \$123 b.

Far Eastern Bank, \$136 n.

China Fire Ins., \$175 n.

Hongkong Fire Ins., \$355 b.

Shanghai, \$93 s. 92 ca.

H.N. Steamboats, \$23 b. 21 ca.

Indo China (Prof.), \$32 b.

Do. (Def.), \$159 s.

Shell Transport, \$160 s. 1607 ca.

Star Ferry, \$35 b. 37 ca.

China Sugars, \$118 b. 119/8 ca.

Malayan Sugars, \$30 b.

Kailan Mining Adm., \$50 n.

Langkate, \$20 b. 28 ca.

Rail, \$133 b.

Tromoh Mines, \$37 b.

Off Caspian, \$40 n.

Docks, Wharves, Godowns, &c.

H.K. Wharves, \$154 b.

R. & W. Docks, \$150 b. 160/00 ca.

Shai Docks, \$133 b.

New Engineering, \$244 b.

LANDS, HOUSES & BUILDINGS.

Central Estate, \$100 b.

Hongkong Hotels, \$90 b.

Hongkong Lands, \$106 b. 107 ca.

Humphreys, \$71 b.

Kowloon Lands, \$34 b.

Land Reclamations, \$175 n.

West Point, \$69 b.

CORPORATE MILLS.

Ewo Cottons, \$237 b.

Kung Yik, \$30 ca.

Loon Kung Mow, \$135 b.

Shai Cottons, \$159 b.

Shanghai Cottons, \$119/0 ca.

Yongtze Cottons, \$119/0 ca.

MISCELLANEOUS.

Cement, \$470 b.

China Bonds, \$115 n.

China Lights, \$54 b. cum rights

China Provident, \$84 s.

Dairy Farms, \$285 b. 28 ca.

H.K. Electric, \$76 b. 76 ca.

Macau, \$100 b.

Hongkong Ropes, \$204 b.

H.K. Tramways, \$790 b.

Peak Tramways (Old), \$40 b.

do. (New), \$75 b.

Steam Laundries, \$380 b.

H.K. Steel Foundries, \$12 n.

Water boats, \$13 b.

Watsons, \$615 b. 61 ca.

Powells, \$10 b.

Wisemanns, \$28 b.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up... \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

TRUSTEES, DIRECTORS OF WILLIS, TOWERS & WATSON.

(Rate and Particulars on application)

SHAW, TAYLOR & CO., General Managers.

INTIMATIONS.

PHASE TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK-DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.15 p.m. Every 10 minutes.

3.15 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

5.30 p.m., 9.30 p.m., 10 p.m., 10.30 p.m., 11 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 1.50 p.m. Every 15 minutes.

1.50 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS EXTRA CARS.

1.30 p.m. and 11 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

Season and picnic tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.

No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compressor order representing Bank Note.

JOHN D. HUMPHREYS & SON, General Managers.

ASAHI BEER



MITSUBI BUSHI KAISHA.

EXCHANGE.

Hongkong, March 21, 1919.

On London, Bank, Wire, 3/11

On demand, 3/11

On 30 days sight, 3/11

On 4 months sight, 3/11

Credit, 4 months sight, 3/11

Documentary, 4 months sight, 3/11

On Paris, On demand, 4/08

Credit, 4 months sight, 4/08

On New York, On demand, 74

Credit, 80 days sight, 74

On Bombay, On demand, 100

On Calcutta, On demand, 100

On Madras, On demand, 100

On Singapore, On demand, 134

On Manila, On demand, 151

On Shanghai, On demand, 100

On 30 days sight (private paper), 100

On Yokohama, On demand, 140

Gold Bond, 100 (see last)

Sovereigns (Bank's buying rate), 9 3/4

Silver (per oz.), 47 1/2

Bar Silver in Hongkong, 3 1/2

Chinese Copper Cash, 3 1/2

Date of Value Interest, 7 1/2

Chinese Bank Note, 4 1/2

Hongkong Sub. Coin, 4 1/2

